The China Mail.

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AGENTS FOR THE *CHINA MAIL.*

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street, E.C.* GEORGE STREET & Co., 30, *Cornhill.* GORDON & GOTCH, *Ludgate Circus, E.C.* BATES HENDY & Co., 37, *Walbrook, E.C.* SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street.* W. M. WILLS, 151, *Cannon Street, E.C.* ROBERT WATSON, 157, *Fleet Street.*

PARIS AND EUROPE:—AMEDEE PRINCE, 36, *Rue Lafayette, Paris.*

NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, *West 22nd Street.*

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney.*

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES CO., *Colombo.*

SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore.* C. HEINSZEN & Co., *Manila.*

CHINA:—*Macao,* F. A. DE CRUZ. *Swatow,* QUELCH & Co. *Amoy,* N. MOALLE. *Foochow,* HEDGE & Co. *Shanghai,* LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama,* LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... $7,500,000
RESERVE FUND ... $4,300,000
RESERVE LIABILITY OF PROPRIETORS ... $7,500,000

COURT OF DIRECTORS.
Chairman—W. H. FORBES, Esq.
Deputy Chairman—H. L. DALRYMPLE, Esq.
W. G. BRODIE, Esq. — S. C. MICHAELSEN, Esq.
T. E. DAVIES, Esq. — J. S. MOSES, Esq.
J. F. HOLLIDAY, Esq. — L. POESNECKER, Esq.
Hon. J. J. KESWICK. — N. A. SIEBS, Esq.
Hon. B. LAYTON. — E. A. SOLOMON, Esq.

CHIEF MANAGER.
Hongkong, ... G. E. NOBLE, Esq.
MANAGER.
Shanghai, ... JOHN WALTER, Esq.
LONDON BANKERS.—*London and County Bank.*

HONGKONG.
INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager.
Hongkong, May 20, 1889. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, in their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
G. E. NOBLE,
Chief Manager.
Hongkong, January 1, 1889. 754

Intimations.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Half-Yearly MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 24th day of August current, at 12 o'Clock, Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1889.

By Order of the Court of Directors,
G. E. NOBLE,
Chief Manager.
Hongkong, August 1, 1889. 1504

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the CORPORATION will be CLOSED from SATURDAY, the 10th to SATURDAY, the 24th day of August (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
G. E. NOBLE,
Chief Manager.
Hongkong, August 1, 1889. 1505

Intimations.

PERSEVERANCE LODGE OF HONGKONG,
No. 1165.

A Regular MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 16th Instant, at 8.30 for 9 p.m., precisely. VISITING BRETHREN are cordially INVITED.
Hongkong, August 10, 1889. 1567

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

APPLICATIONS are INVITED for the POST of SECRETARY to the above Company. Apply by LETTER to the OFFICE of the Company.
Hongkong, August 2, 1889. 1509

TAILORS WANTED.

WANTED, at once, 50 GOOD WORKMEN. Apply, between the hours of 9 a.m. and 1 p.m., to
JAMES THOMSON,
Sergeant Master Tailor,
1st Arg. and Suth. Hds.,
Murray Barracks.
Hongkong, August 9, 1889. 1563

NOW READY.

VOLUNTEERS AND THE DEFENCE OF HONGKONG.
A SKETCH.

PRICE, - - - - - - FIFTY CENTS.

To be had at Messrs. LANE, CRAWFORD & Co.; Messrs. KELLY & WALSH; and Messrs. W. BREWER & Co.
August 14, 1889. 1582

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

DRAWING OF DEBENTURES.

NOTICE is hereby given that ONE HUNDRED DEBENTURES in the above Company will be DRAWN for at the Head Office, SHANGHAI, on TUESDAY, the 20th day of August, 1889, at Eleven o'Clock in the Forenoon.
W. HAYWARD,
Secretary.
Shanghai, 5th August, 1889. 1565

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY General MEETING of the Company will be held at the Company's OFFICE, No. 18, Bank Buildings, Queen's Road, Hongkong, on TUESDAY, the 20th August, 1889, at 3 o'Clock p.m., the Objects and Business of which Meeting will be to submit for Confirmation the Special Resolutions passed at the Meeting held This Day.

By Order of the Board,
T. ARNOLD,
Secretary.
Hongkong, August 3, 1889. 1522

NOTICE.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

IN Accordance with the Provision of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of TEN PER CENT. for the half year ending 30th June, 1889, on the paid up Capital of the Company.

DIVIDEND WARRANTS payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on the 26th Instant will be ISSUED to SHAREHOLDERS on the Register on the 24th August.

The Transfer BOOKS of the Company will be CLOSED from 10th to 24th Instant, both days inclusive.
JARDINE, MATHESON & Co.,
General Agents.
Hongkong, August 3, 1889. 1523

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

THE CERTIFICATE of 50 SHARES in this Company, Numbered 1298/1317, 2941/5, 10221, 7556, 2705/2717, 11310, 2437/2445, standing in the Register in the Name of Dr. A. S. GOMES having been LOST, Notice is hereby given that a NEW CERTIFICATE for the said 50 SHARES will be ISSUED fourteen days hence, and that the Original Certificate, unless produced within that period, will thereafter be held by the Company as null and void.
DAVID GILLIES,
Secretary.
Hongkong, August 6, 1889. 1535

SHANGHAI LAND INVESTMENT COMPANY, LIMITED.

SUBSCRIBED CAPITAL ... Tls. 1,000,000
CAPITAL PAID-UP ... Tls. 600,000

Board of Directors.
J. S. PURDON, Esq. (*Chairman*), of Messrs. MAITLAND & Co.
H. R. HEARN, Esq., of Messrs. ALFRED DENT & Co.
E. J. HOGG, Esq.
JOHN WALTER, Esq., Manager of HONGKONG & S'HAI BANKING CORP.
A. G. WOOD, Esq., of Messrs. GIBB, LIVINGSTON & Co.

Bankers.
HONGKONG & SHANGHAI BANKING CORPORATION.

LOANS made on MORTGAGE on LAND, BUILDINGS, &c.
PROPERTIES BOUGHT and SOLD.
ESTATES managed and all kinds of LAND AGENCY and COMMISSION BUSINESS conducted.
GIBB, LIVINGSTON & Co.,
Agents.
Shanghai, July 10, 1889. 1458

Business Notices.

LANE, CRAWFORD & Co.

HAVE the pleasure to inform the Community of Hongkong and neighbouring Port, that they have made arrangements in FOOCHOW for a SUPPLY of their MIXTURE of the CHOICEST NEW TEAS,

'THE CUMSHAW MIXTURE,'

which in the course of many years, has acquired a deservedly high reputation, as evidenced by the large demand for use here, the appreciation shewn by friends at home to whom it has been sent, and the numerous orders received for it from Old Hongkong Residents in the Colonies and elsewhere.

Messrs. LANE, CRAWFORD & Co. undertake to deliver this acceptable PRESENT to FRIENDS in the United Kingdom, FREE OF ANY CHARGE on the home side, at

Per ... ...10-Catty Box... ... ... $12.00.
Per... ... ... 5-Catty Box ... ...$ 7.50.

Orders are solicited for this Choice Tea, which will be forwarded by *First Steamer,* on receipt of instructions.
Hongkong, August 1, 1889. 1490

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now ONE of the principal HOTELS in the place.
The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.
The Accommodation and Service of every kind will be found to be of the best description.
An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.
The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.
The HOTEL is unsurpassed for comfort, convenience and quick service.
Continental languages are spoken.
Messrs. DORABJEE & HING KEE,
Proprietors.
Hongkong, September 16, 1885. 1612

ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers and Gentlemen's Outfitters.

PREPARATORY TO RECEIVING OUR
NEW AUTUMN GOODS,

WE are offering a SELECTION of LIGHT WEIGHT COATINGS, in all Shades, SUMMER SUITINGS and TROUSERINGS, *at very much Reduced Prices.*
SUITS, from... ... ... $15.00.
COATS, " ... ... $10.00.
PANTS, " ... ... $ 5.00.
QUEEN'S ROAD (opposite HONGKONG HOTEL),
Hongkong, July 10, 1889. 1340

W. POWELL & Co.

EX STEAMSHIP *GLENEAGLES*,

LADIES', CHILDREN'S AND GENTLEMEN'S
Tennis and Evening Shoes.
W. POWELL & Co.
VICTORIA EXCHANGE,
August 9, 1889. 1559

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-Yearly MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, No. 14, Praya Central, on MONDAY, the 26th Instant, at Three p.m., for the purpose of receiving the Report of the Directors, and a Statement of Account to 30th June, 1889.

The Transfer BOOKS of the Company will be CLOSED from the 12th to 26th August, both days inclusive.

By Order of the Board of Directors,
DAVID GILLIES,
Secretary.
Hongkong, August 8, 1889. 1553

STEAM LAUNCH COMPANY, LIMITED.

NOTICE.

FOR the Greater Convenience of the Public, ARRANGEMENTS are NOW COMPLETED for the OFFICE of the Company to remain Open until Midnight and during SUNDAYS, where LAUNCHES can be obtained upon Application to the COMPRADORE who is in Charge.

LAUNCHES always kept under Steam off Pedder's Wharf, and are at the Service of the Public for proceeding to and from any Vessel in Harbour.

SCALE OF CHARGES.

	Day Services. Small Launches.	Day Services. Large Launches.	Night Services. Small Launches.	Night Services. Large Launches.
For 1st hour...	$3	$3	$4	$4
For 2nd hour	$2	$2	$3	$3
For every subsequent hour...	$1	$2	$1	$3

Rates for PICNIC, SHOOTING, BATHING, PRIVATE PARTIES, TOWING VESSELS and CARGO BOATS, for EXCURSIONS to MACAO, CANTON, or other places may be arranged at the Company's OFFICE, 1, Pedder's Street, Praya.
A. G. GORDON,
Secretary.
Hongkong, July 17, 1889. 1303

Intimations.

THE EAST BORNEO PLANTING COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the CALL of $15 (FIFTEEN DOLLARS) a SHARE, due prior to the 28th February last, is now being made, and SHAREHOLDERS are requested to pay to the HONGKONG & SHANGHAI BANKING CORPO., on or before the 16th day of August next, the amount due from them.
GIBB, LIVINGSTON & Co.,
General Agents.
Hongkong, July 15, 1889. 1377

THE SONGEI KOYAH PLANTING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IN accordance with the Articles of Association and Prospectus of the above Company, SHAREHOLDERS are hereby notified that a CALL of $15 (FIFTEEN DOLLARS) a SHARE, is Payable to the HONGKONG & SHANGHAI BANKING CORPORATION on or before the 16th day of August next.
GIBB, LIVINGSTON & Co.,
General Managers.
Hongkong, July 15, 1889. 1378

HONGKONG RIFLE ASSOCIATION.

THE KWOON KWAN YEEN CHALLENGE CUPS.

SECOND STAGE.

THE First COMPETITION for the 2ND STAGE, will take place NEXT SATURDAY, 17th Instant, at 3.15 p.m., under the Conditions already notified.

The Entrance Fee for this Stage, *i.e.* 30 Cents (if not already paid for), must be sent to me before 5 p.m. on *Friday,* 16th Instant.
A. SHELTON HOOPER,
Hon. Secretary,
c/o HONGKONG CLUB.
Hongkong, August 10, 1889. 1558

Business Notices.

THE HALL & HOLTZ CO-OP. CO., LD.

Tailors, Hosiers AND Outfitters.

ARE NOW SHEWING THEIR FIRST DELIVERY OF EARLY AUTUMN TWEEDS AND FLANNELS FOR COATINGS, TROUSERINGS AND SUITINGS,
comprising:
THE FINEST SELECTION OF
FASHIONABLE GOODS
EVER IMPORTED TO HONGKONG.
The Hall & Holtz Co-operative Company, Limited.
Hongkong, August 13, 1889. 1578

Auctions.

PUBLIC AUCTION OF VALUABLE LEASEHOLD PROPERTY.

THE Undersigned has received instructions to Sell by Public Auction, on

TUESDAY,

the 20th August, 1889, at 3 p.m., on the Spot,—

ALL THAT PIECE OR PARCEL OF GROUND, Registered in the LAND OFFICE as INLAND LOT No. 428, with 13 Substantial THREE-STORIED HOUSES newly erected thereon, and measuring North 115' 2¾" on Inland Lot No. 429, South 114' 8" on Cross Street, East 99 feet on Sui Kai Lane, and West 99 feet on Albany Street. Total Area 11,378 square feet, and Annual Crown Rent, $174.

ALL THAT PIECE OR PARCEL OF GROUND, Registered in the LAND OFFICE as INLAND LOT No. 429, with 14 Substantial THREE-STORIED HOUSES newly errected thereon, and measuring North 115' 10" on Marine Lot No. 116. South 115' 2¾" on Inland Lot No. 428; East 108 feet on Sui Kai Lane, and West 108 feet on Albany Street. Total Area 12,477 square feet, and Annual Crown Rent $190.

ALL THAT PIECE OR PARCEL OF GROUND, Registered in the LAND OFFICE as MARINE LOT No. 116, with 13 Substantial THREE-STORIED HOUSES newly errected thereon, and measuring North 116' 5" on Praya East, South 115' 10" on Inland Lot No. 429, East 101 feet on Sui Kai Lane, and West 99 feet on Albany Street. Total Area 11,512 square feet, and Annual Crown Rent $190.

The above Lots are held from the Crown for the Remaining Portion of the unexpired term of 999 years.

The above Lots will be subdivided into 40 Lots, which will first of all be put up, and afterwards, if necessary, each of the said Lots No. 116, No. 428 and No. 429, or the remaining portions thereof, will be put up as a whole.

For further Particulars of the Property and Conditions of Sale, apply to
ARTHUR B. RODYK,
Solicitor for the Vendor,
or to
C. F. HAYLLAR,
Architect,
or to
G. R. LAMMERT,
Auctioneer,
Duddell Street.
Hongkong, August 9, 1889. 1562

TO BE SOLD BY PUBLIC AUCTION, BY

MR. H. N. MODY, *Auctioneer,* on

MONDAY,

the 26th August, 1889, at 5 p.m., on the Premises,—

ALL THAT VALUABLE LEASEHOLD RESIDENTIAL PROPERTY situate in Garden Road, Victoria, Hongkong, opposite the Albany, and known as 'HARPERVILLE,' and comprising INLAND LOT No. 1213, and SECTION C of INLAND LOT No. 648, with a Total Area of 1,900 square feet.

There is a good TENNIS LAWN attached to the HOUSE, and the usual SERVANTS' QUARTERS.

The Premises have a frontage to the Garden Road of 227 feet, and the Ground is adapted for BUILDING a TERRACE of HOUSES thereon.

The Property is held from the Crown for the residues of two several terms of 999 years each, and will be Sold subject to the existing tenancy thereof.

Particulars and Conditions of Sale may be obtained, and the Sale Plan inspected at the OFFICES of
Messrs. WOTTON & DEACON,
Solicitors,
33, Queen's Road;
And of THE AUCTIONEER.
Hongkong, August 12, 1889. 1573

To Let.

TO LET.

2ND FLOOR of HOUSE, No. 64, and GROUND FLOOR of HOUSE No. 63, QUEEN'S ROAD CENTRAL.
Apply to
LAI HING & Co.,
No. 153, Queen's Road Central.
Hongkong, July 1, 1889. 1267

TO LET.

THE DWELLING HOUSE, No. 2, DOUGLAS VILLAS.
Possession from 1st May.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, March 30, 1889. 603

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship *Thales,* Captain HUNTER, will be despatched for the above Ports on FRIDAY, the 16th Instant, at 10 a.m.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, August 14, 1889. 1592

FOR NINGPO AND SHANGHAI.

The Steamship *Amoy,* Capt. R. KÖHLER, will be despatched for the above Ports on SATURDAY, the 17th Instant, at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.
Hongkong, August 14, 1889. 1593

OCEAN STEAMSHIP COMPANY.

FOR YOKOHAMA, KOBE AND NAGASAKI.

The Co.'s Steamship *Nestor,* Captain ELDER, will be despatched as above on SATURDAY, the 17th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 12, 1889. 1570

FOR SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.

The Steamship *Goalpara,* Captain RUSSELL, will be despatched as above on or about the 17th Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, August 13, 1889. 1575

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, SINGAPORE AND BANGKOK.

The Company's Steamer *Chow Fa,* Capt. F. W. PHILLIPS, will be despatched for the above Ports on SUNDAY, the 18th Inst., at Daylight.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, August 14, 1889. 1589

FOR SINGAPORE, HAVRE AND HAMBURG.

(*Taking Cargo at through rates to* ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL *and* BREMEN.)

The Steamship *Electra,* Captain P. MÖLLER, will be despatched for the above Ports on MONDAY, the 19th Inst., at Noon.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, August 10, 1889. 1566

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.

(*Passing through the* INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Nizam* will leave for the above places on TUESDAY, 20th Inst., at Daylight.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, August 14, 1889. 1587

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Shanghai* will leave for the above place about 24 hours after her arrival.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, August 14, 1889. 1583

Shipping.

Steamers.

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Rohilla* will leave for the above place about 24 hours after her arrival with the outward English Mails.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, August 14, 1889. 1584

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Diomed,* Capt. BARTLETT, will be despatched as above on WEDNESDAY, the 21st Instant.

Passengers for EUROPE desiring to proceed OVERLAND, can, on application to the Undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to MARSEILLES (by Transatlantic Company's express boats), and thence to PARIS or LONDON. Algiers is 28 hours steam from Marseilles, and thence to London occupies about the same time.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 12, 1889. 1571

THE GIBB LINE OF STEAMERS.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE, *via* FOOCHOW.

(*Taking through Cargo for* ADELAIDE, TASMANIA *and* NEW ZEALAND.)

The Departure of the Steamship *Ghazee,* Capt. SCOTLAND, for the above Ports is POSTPONED until further Notice.

This Steamer has superior Accommodation for First Class Passengers.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.
Hongkong, August 10, 1889. 1555

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(*Taking Cargo and Passengers at through rates for* NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Hector,* Capt. THOMPSON, will be despatched as above on THURSDAY, the 22nd Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 14, 1889. 1591

Sailing Vessels.

FOR NEW YORK.

The 3/3 *L.1.1.* American Barque *Richard Parsons,* THORNDIKE, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, July 25, 1889. 1452

Notice of Firm.

NOTICE.

WE Have This Day admitted Mr. SEE EWE SIEW a PARTNER in our Firm, and our BUSINESS will in future be Styled EWE BOON, EWE SIEW & Co., CHOP KIM HIN HONG and KIM HIN CHUN.
EWE BOON & Co.
Amoy, 18th July, 1889. 1496

Intimations.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE,
Christofle & Co.'s ELECTRO-PLATED WARE,
GOLD & SILVER JEWELLERY
in great variety.
DIAMONDS
— AND —
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 742

THE DAIRY FARM COMPANY, LIMITED.

NOTICE is hereby given that 4,000 SHARES (NEW ISSUE) of $10 EACH in the above Company are offered to the PUBLIC by TENDER upon the following Conditions:—

The Company shall not be bound to accept any Tender unless such Tender be more than $10 per share. All Tenders to be made on forms to be obtained from the Company, to be accompanied by Cheque and to be forwarded in accordance with the instructions contained in the said Forms on or before the TWENTY-FIRST DAY OF AUGUST, 1889. The Tenders will be opened on the following day in the presence of Two Directors.

If a Tender be not accepted the amount of Cheque accompanying such Tender will be returned.

Payments to be made as follows: $2 per share on tender, $3, plus the premium, per share on receiving Notice of Allotment, and the remaining $5 one month after allotment.

The Transfer BOOKS will be CLOSED from the 14th to the 21st of August, inclusive.

By Order of the Directors,
E. W. MAITLAND,
Secretary.
Dated the 8th day of August, 1889. 1551

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI *VIA* SWATOW.

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHWANG, HANKOW *and Ports on the* YANGTSZE.)

The Departure of the Co.'s Steamship *Taisang*, Capt. JACKSON, for the above Ports is further POSTPONED till 3 p.m. TO-MORROW, the 16th Instant.

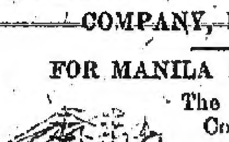
For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, August 15, 1889. 1595

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.



The Departure of the Co.'s Steamship *Diamante*, Capt. G. TAYLER, for the above Port is POSTPONED till TO-MORROW, the 16th Instant, at 4 p.m.

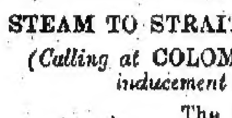
For Freight or Passage, apply to

RUSSELL & Co.,
General Managers.

Hongkong, August 15, 1889. 1594

STEAM TO STRAITS & BOMBAY.

(Calling at COLOMBO if sufficient inducement offers.)



The P. & O. S. N. Co.'s Steamship *Thibet* will leave for the above places on TUESDAY, 20th Inst., at Noon.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 15, 1889. 1586

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, *VIA* THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *ABYSSINIA*, 3,651 Tons Register, G. A. LEE, Commander, will be despatched for VANCOUVER, B.C., *via* KOBE and YOKOHAMA, on THURSDAY, the 29th August, at Noon.

To be followed by the S.S. *BATAVIA*, on 12th September, and S.S. *PORT AUGUSTA*, on the 26th September.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, (Mex.) $210.00
To all common points in Canada and the United States } 275.00
To Liverpool 320.00
To London 325.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 28th August.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, August 15, 1889. 1508

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco, via Yokohama and Honolulu, on THURSDAY, the 19th September, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco $225.00
To San Francisco and return, available for 6 months ... } 393.75
To Liverpool 325.00
To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, August 15, 1889. 1570

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

WANTED BY THE GOVERNMENT OF HONGKONG.

A VESSEL capable of being FITTED UP as a HOSPITAL HULK.

Build:—Wood throughout, or Composite,—latter preferred—; 600 Tons (or over) Register; in thoroughly sound condition.

TENDERS should be addressed to the COLONIAL SECRETARY, and should give the following particulars:—viz., Name, Port of Registry, Official Number, Class (if any); when and where built; and price required.

The Government does not bind itself to accept the lowest or any Tender.

By Command,

FREDERICK STEWART,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 12th August, 1889. 1597

TO LET.

A FURNISHED ROOM, with Small BED-ROOM attached.

Apply to

CRUICKSHANK & Co., LTD.

Hongkong, August 15, 1889. 1599

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Hesperia*, Capt. L. MADSEN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-MORROW.

Any Cargo impeding her discharge will be landed into the Godowns of the KOWLOON PIER AND GODOWN Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left our Godowns, and all Goods remaining undelivered after the 22nd Inst., will be subject to rent.

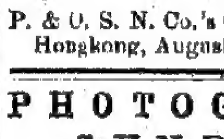
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd Inst., at 4 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, August 15, 1889. 1600

STEAM TO LONDON (DIRECT),
Calling at INTERMEDIATE PORTS.



The P. & O. S. N. Co.'s Steamship *Shanghai* will leave for the above place on or about SATURDAY, 14th Sept., at Noon. This Vessel is disconnected from the mail services, but has excellent accommodation for through Passengers (First Saloon only) at reduced rates. Electric Light, Deck Cabins. Surgeon carried, &c.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 15, 1889. 1596

PHOTOGRAPHIC SUNDRIES.

ALBUMENIZED PAPER, all Tints.

BONE FORCEPS for LIFTING PLATES,

CAMEL HAIR BRUSHES, Flat.

DEVELOPING CUPS, TRAYS and DISHES.

EBONITE FUNNELS, TRAYS, ETC.

FILTERING PAPER, all Sizes.

GLASS CUTTING and SHAPING PLATES.

EASTMAN'S BROMIDE PAPER.

WRATTEN & WAINWRIGHT'S DRY PLATES.

SOLD BY

DAKIN BROTHERS OF CHINA, LIMITED,

DISPENSING AND PHOTOGRAPHIC CHEMISTS,

HONGKONG.

Telephone No. 60.

Hongkong, August 9, 1889. 1560

SHIPPING.

ARRIVALS.

August 15, 1889:—

Benlawers, British steamer, 1,513, Alex. Webster, Amoy August 14, General.—GIBB, LIVINGSTON & Co.

Else, German steamer, 747, M. Jebsen, Haiphong August 12, and Hoihow 14, General.—A. R. MARTY.

Hesperia, German steamer, 1,136, L. Madsen, Hamburg and Singapore August 9, General.—SIEMSSEN & Co.

Sungkiang, British steamer, 994, G. H. Glasson, Swatow August 14, General.—BUTTERFIELD & SWIRE.

Formosa, British steamer, 674, T. Hall, Tamsui via Amoy and Swatow August 14, General.—DOUGLAS STEAMSHIP Co.

Robert S. Besnard, British ship, 1,200, Andrews, Newcastle, N.S.W., June 29, Coal.—ADAMSON, BELL & Co.

Ingraban, German steamer, 894, T. R. Massmann, Newchwang and Chefoo August 9, Beans.—WIELER & Co.

DEPARTURES.

August 15:—

Bellerophon, for Shanghai.
Nantes Le Havre, for Kobe.
Propontis, for Nagasaki.
Anton, for Hoihow and Pakhoi.
Nierstein, for Saigon.
Yangtsé, for Europe.
Hangchow, for Foochow.
Chiyuen, for Amoy and Shanghai.
Port Fairy, for Yokohama and Vancouver.
Irawaddy, for Shanghai.
Fushun, for Whampoa.
Taisang, for Swatow and Shanghai.

CLEARED.

Oscar Mooyer, for Amoy.
Cheang Hye Teng, for Swatow.
Benlawers, for Singapore and New York.
Thales, for Coast Ports.
Soochow, for Hoihow and Pakhoi.

PASSENGERS.

ARRIVED.

Per *Else*, from Haiphong, Mr Lichenfeld, Miss Robanbey, and 15 Chinese.

Per *Hesperia*, from Singapore, 240 Chinese.

Per *Sungkiang*, from Swatow, 54 Chinese.

Per *Formosa*, from Coast Ports, Mr C. Kew, and 58 Chinese.

DEPARTED.

Per *Yangtsé*, from Hongkong: for Saigon, Chinese; for Singapore, Family of Cheang Ung Tun, Mr Conners, and 12 Chinese; Colombo, Capt. G. Collines; for Marseilles, Mr de Bovis and Mrs de Bovis, 3 children and 2 European servants, Mr Ledno, Mr Bourne (Acting Consul to Tamsui), and Mrs Bourne, Messrs Wing Kee, W. Ohlmer, Causse, Bouchert, and Douranse, Member de la St. des Missions Etrang. From Shanghai: for Singapore, Mr A. Thurburn; for Aden, Mr A. Samson; for Alexandria, Capt. Vjacherlar Meitino; for Marseilles, Messrs J. A. Hayes, F. W. Aldis, G. E. Gardiner, F. J. Deacon, Consul Chaille Long, Messrs H. Baker, N. Epoff, T. Robert, G. Wallace and J. Hodgkinson. From Yokohama: for Marseilles, Lieut. T. Yeto, Messrs J. Abadi and B. Fontes.

Per *Irawaddy*, for Shanghai: from Hongkong, Mr and Mrs Vouillemont, Messrs G. Guerriori, Foukonmoto, Gaell, Giraud, E. d'Aquino, Mrs Scott, Mr Ogle, Mr and Mrs Smith, and 5 Chinese; from Marseilles, Mr Yun Kouec; from Saigon, Mr Lambichi. For Yokohama: from Hongkong, Capt. Yeatherd, Mrs Yeatherd, 1 child and European servant; from Marseilles, Messrs Shimada, Arakava, and Ito; from Colombo, Messrs Moseley and Wedderspoon; from Singapore, Major Heygate, Mrs Anda, Miss Francis Haron, and Mr S. S. Doi; from Saigon, Mrs Pillas, Mr Dubernard, Mrs Dubernard, Lieut. Justin, and Mr Vallance.

Per *Anton*, for Hoihow, 40 Chinese.

Per *Nierstein*, for Saigon, 2 Chinese.

Per *Port Fairy*, for Kobe, Mr and Mrs McLeod, Mrs Uyesugi Koysosan; for Yokohama, Mr J. W. Powell, Mr Edretschmar and servant; for Pacific Coast Points, 63 Chinese; for London, Mr G. T. Tickell.

TO DEPART.

Per *Cheang Hye Leng*, for Swatow, 500 Chinese.

SHIPPING REPORTS.

The British steamer *Benlawers* reports: Had moderate S.E. wind, and squally weather to Lammocks; thence to port, strong winds, and thick rainy weather, with high cross sea.

The German steamer *Hesperia* reports: From Paracels to port, strong Southerly gales, with high irregular sea and much rain.

The British steamer *Sungkiang* reports: Left Swatow 14th instant, at 6 p.m., experienced moderate to strong wind from the South, and heavy rain squalls, from S.W., and heavy South swell dark threatening appearance of weather. Steamer *Formosa* put back to Swatow for shelter.

The British steamer *Formosa* reports: Left Swatow 14th instant, had fresh to strong Southerly winds, and heavy Southerly swell, with cloudy, overcast weather.

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW, AMOY & TAIWANFOO.
Per *Thales*, at 9.30 a.m., on Friday, the 16th inst.

For SWATOW & AMOY.—
Per *Cheang Hye Teng*, at 9.30 a.m., on Friday, the 16th inst., instead of as previously notified.

For AMOY & MANILA.—
Per *Diamante*, at 3.30 p.m., on Friday, the 16th inst., instead of as previously notified.

For SHANGHAI.—
Per *Chiyuen*, at 3.30 p.m., on Friday, the 16th inst.

For SAIGON.—
Per *Ashington*, at 5 p.m., on Friday, the 16th inst., instead of as previously notified.

For NINGPO & SHANGHAI.—
Per *Amoy*, at 3.30 p.m., on Saturday, the 17th inst.

For SWATOW, SINGAPORE & BANGKOK.—
Per *Chow fa*, at 5 p.m., on Saturday, the 17th inst.

For STRAITS & BOMBAY.—
Per *Thibet*, at 11.30 a.m., on Monday, the 19th inst.

For SINGAPORE.—
Per *Electra*, at 11.30 a.m., on Monday, the 19th inst.

For NAGASAKI, KOBE & YOKOHAMA
Per *Nizam*, at 5 p.m., on Monday, the 19th inst.

For YOKOHAMA & SAN FRANCISCO.
Per *Gaelic*, Registration at 0.15 p.m., Letters 0.30 p.m., on Monday, the 26th inst.

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Bremen, v. Singapore.	Preussen (s)............	Norddeutscher Lloyd.	Aug. 28, at 4 p.m.
London, v. Suez Canal	Diomed (s)............	Butterfield & Swire ..	August 21.
London, v. Suez Canal	Ganges (s)............	P. & O. S. N. Co......	August 24, at noon.
London	Shanghai (s)	P. & O. S. N. Co......	About Sept. 14.
Manila, via Amoy......	Diamante (s)............	Russell & Co............	Aug. 16, at 4 p.m.
New York............	Richard Parsons........	Russell & Co............	Quick despatch.
Ningpo and Shanghai.	Amoy (s)............	Siemssen & Co.........	Aug. 17, at 4 p.m.
Queensland Ports, &c.	Ghazee (s)............	Gibb, Livingston & Co.	Quick despatch.
S. Francisco, v. Japan	Gaelic (s)............	O. & O. S. S. Co.......	Aug. 22, at 1 p.m.
S. Francisco, v. Japan	City of Peking (s)......	Pacific Mail S. S. Co..	Sept. 19, at 1 p.m.
Shanghai............	Shanghai (s)............	P. & O. S. N. Co......	Quick despatch.
Shanghai............	Rohilla (s)............	P. & O. S. N. Co......	Quick despatch.
Shanghai, via Swatow.	Taisang (s)............	Jardine, Matheson & Co	Aug. 16, at 3 p.m.
Shanghai, via Amoy...	Hector (s)............	Butterfield & Swire...	August 22.
Singapore, Batavia, &c.	Gualpara (s)............	Jardine, Matheson & Co	About August 17.
S'pore, Havre & H'burg	Electra (s)............	Siemssen & Co.........	August 19, at noon.
Straits and Bombay...	Thibet (s)............	P. & O. S. N. Co......	August 20, at noon.
Swatow, Amoy & T'foo	Thales (s)............	Douglas Lapraik & Co.	Aug. 16, at 10 a.m.
Swatow, S'pore & B'kok	Chow Fa (s)............	Yuen Fat Hong.........	Aug. 18, daylight.
Vancouver (B.C.), &c.	Abyssinia (s)	Adamson, Bell & Co...	August 29, at noon.
Y'hama, Kobé & N'saki	Nestor (s)............	Butterfield & Swire...	August 17.
Y'hama, v. N'ki & Kobé	Nizam (s)............	P. & O. S. N. Co......	Aug. 20, daylight.

SHARE LIST.—QUOTATIONS. AUGUST 15, 1889.

Stocks	Nos. of Shares.	Value.	Paid up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	60,000	$ 125	all	180 % prem., sellers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld....	10,000	$ 250	$ 50	$140, sellers
China Traders' Insurance Co., Ld....	24,000	$ 83.33	$ 25	$80, buyers
Chinese Insurance Co., Limited......	1,500	$ 1,000	$ 200	$150, nominal
North-China Insurance Co., Ld......	5,000	£ 200	£ 50	Tls. 325
Straits Insurance Co., Ld............	30,000	$ 100	$ 20	$23
Union Insurance Society Co., Ld....	10,000	$ 250	$ 25	$105, sellers
Yangtsze Insurance Association, Ld.	8,000	£ 25	all	Tls. 100, sellers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.......	20,000	$ 100	$ 20	$86, sellers
Hongkong Fire Insurance Co., Ld...	8,000	$ 250	$ 50	$385, buyers
Straits Fire Insurance Co., Ld.......	20,000	$ 100	$ 20	$19
FIRE AND MARINE INSURANCES.				
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	$15, nom.
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	83 % prem., sellers
STEAMBOATS.				
China and Manila S. S. Co., Ld.....	3,500	$ 50	all	$140, nom.
Douglas Steamship Co., Limited	20,000	$ 50	all	$82
H.K. C. and M. Steamboat Co., Ld	80,000	$ 20	all	$42, buyers
Indo-China S. N. Company, Limited	60,000	£ 10	all	10 °/o dis.
Steam Launch Company, Limited...	2,000	$ 50	$ 30	nominal
REFINERIES.				
China Sugar Company, Limited....	15,000	$ 100	all	$272
Luzon Sugar Company, Limited....	7,000	$ 100	all	$112
WHARVES.				
HK. & Kow. Wharf & Godown Co.	17,000	$ 100	all	$178
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited......	50,000	$ 100	$ 50	$132, buyers
Kowloon Land and Building Company, ...	6,000	$ 50	$ 30	$25
Peak Building Company, ...	......	......	$ 7	$10
Richmond Terrace Building Co......	......	......	$ 100	$200
Shanghai Land Company, ...	......	......	Tls. 20	Tls. 24
West Point Building Co., Limited..	12,500	$ 50	$ 40	$50
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,200	$ 100	$ 50	$250 % prem.
MINING.				
Jelebu Mining & Trading Co., Ld.	4,500	$ 5	—	$7, sellers
Punjom & Sungie Dua Samantan Mining Co.	60,000	$ 10	all	$26, cash
Selama Tin Mining Company, Limited...............	115000	$ 5	$ 2	$3½
	25,000	$ 5	$ 5	$6
Société Française des Charbonnages du Tonkin	8,000	Fcs. 500	Fs. 500	$600
PLANTING, ETC.				
China-Borneo Company, Limited...	7,500	$ 100	$ 50	$52 } nom.
Darvel Bay Trading Company, Ld..	4,000	$ 25	$ 8	$10 } nom.
East Borneo Planting Co., Limited.	4,000	$ 50	$ 25	$54 } nom.
Lebuk Planting Company, Limited.	5,000	$ 50	$ 10	$14 } nom.
Songei Koyah Planting Co., Ld.	5,000	$ 50	$ 25	$53 } nom.
HOTELS, ETC.				
Austin Arms Hotel and Building Company, Limited.............	4,000	$ 50	$ 25	5 % dis.
Hongkong Hotel Company, Ld.... 3,000 shs. issued	3,000	$ 100	all	$240
Peak Hotel & Trading Co., Limited	4,000	$ 50	$ 15	$25
DISPENSARIES.				
A. S. Watson & Co., Limited.......	50,000	$ 10	all	$22, sellers
Cruickshank & Co., Limited.........	1,600	$ 50	all	par, buyers
LIGHTING.				
HK. and China Gas Co., Limited.	5,100	£ 10	all	$130, sellers
New Shares................	1,900	£ 10	£ 7.10	
Hongkong Electric Co., Limited.....	30,000	$ 10	$ 2	$7
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 50	$ 5	$10
Hongkong Brick & Cement Co., Ld.	4,000	$ 25	$17.50	$18
MISCELLANEOUS.				
A. G. Gordon & Co., Limited	6,000	$ 25	$ 20	$30
Campbell, Moore & Co., Limited...	1,200	$ 10	all	$11
Geo. Fenwick & Co., Limited......	5,000	$ 25	$ 25	$30
Hongkong Bakery Company, Ld. ..	[illegible]	$ 50	all	$30, nominal
Hongkong Dairy Farm Co............	3,000	$ 10	all	$16
Hongkong Ice Company, Limited ..	5,000	$ 25	all	$120
H'kong Rope Manufactory Co., Ld	3,000	$ 50	all	nominal.
Marinburk Furniture Co., Ld.......	3,020	$ 25	$ 6	$7

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1884	$1,394,700.14	$500	8 % p. annum	3 % prem., nominal.
1884	$1,594,700.14	$500	8 ,, ,,	5 % prem. ,,
1886	Tls. 767,200	Tls. 250	7 ,, ,,	14 % prem. ,,
DEBENTURES.				
Hongkong Hotel Mortgage Debentures, 1889	$ 400,000.00	$500	6 ,, prem.	$501

MEMOS. FOR TO-MORROW

Shipping.

10 a.m.—*Thales* leaves for Swatow, &c.
4 p.m.—*Diamante* leaves for Manila, &c.

Meeting.

9 p.m.—Meeting of Perseverance Lodge.

Miscellaneous.

Notice of Optional Cargo per *Hesperia* to be sent in before Noon.

A. S. WATSON & Co., Ltd.

ESTABLISHED A.D. 1841.

IN drawing attention to our special preparations, we beg to state that we continue to import Drugs, Chemicals, and Goods of every kind of the best description only. No other quality is kept in Stock. Our long experience and intimate acquaintance with the Trade and the best sources of supply enable us to purchase direct from the Producers on the very best terms, and thus give us an advantage which enables us to offer our Constituents the benefit of a considerable reduction in the price of all Specialities of our own Manufacture or putting up, as compared with similar articles sold elsewhere.

WATSON'S IODISED SARSAPARILLA

PREPARED FROM THE FINEST RED JAMAICA SARSAPARILLA.
(Evaporated "In Vacuo,")
and containing in each drachm one grain of Iodide of Potassium.

These medicines combined have long ranked as the most certain alteratives known, being indicated in all diseases of the skin, and in affections arising from poverty or impurity of the Blood.

Price—8-oz. Bottles $1.50 each, $15.00 per dozen; 16-oz. $2.50 each; $24.00 per dozen.

WATSON'S FLUID EXTRACT OF TARAXACUM AND PODOPHYLLUM.

This preparation will be found a satisfactory and reliable remedy in all case of sick-headache and biliousness when the bowels and liver are sluggish from climatic or other causes.

In Bottles $1 and $1.50 each.

WATSON'S *TASTELESS ELIXIR* OF CASCARA SAGRADA,

acts as a 'Tonic Laxative' and establishes regularity in chronic Constipation.

In Bottles $1 and $1.50 each.

WATSON'S VIN DE QUINQUINA.

This Wine possesses the tonic and antifebrifuge properties of the well-known Cinchona Quinquina or Jesuit's Bark, combined with the strengthening qualities of the finest Port Wine.

Prepared from the finest selected Bark and a blend of our well-known 'Invalid Port,' it is an invaluable summer tonic and appetizer, especially adapted for use of Convalescents from Malarial Fevers, and other climatic diseases.

In Bottles $1.50 each.

WATSON'S QUININE AND IRON TONIC.

This Tonic is strongly recommended in all diseases characterized by Anæmia, Weakness, and for promoting and restoring a healthy appetite and imparting strength and vigour to the system.

In Bottles $1 and £1.50 each.

WATSON'S AROMATIC QUININE WINE.

An agreeable preparation of the Sulphate of Quinine in combination with Aromatics. Eminently useful as a Tonic in cases of Debility, resulting from Fever, Enervating effects of climate, &c.

Price $1 per Bottle.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY,
Hongkong, China and Manila. 1177

The publication of this issue commenced at 7.40 p.m.

The China Mail.

HONGKONG, THURSDAY, AUGUST 15, 1889.

THE long discussion which took place in the Sanitary Board yesterday reveals such a disgraceful state of affairs that it is very difficult to comment thereon in very temperate language. No clearer case has yet been found of the evident design of the Government to use the Sanitary Board as a sort of scapegoat—a contemptible, powerless body, to which no information of what is going on is to be given, but which is supposed to bear the burden of all the complaints that are addressed to the Government. This was the policy of Mr Price, and it was the policy pursued, without his tact and suavity, by the headstrong young official, Mr Cooper, who was elevated by Mr Price's influence into the high position of Acting Surveyor General pending the arrival of the present Surveyor General. Mr Brown has not been long enough in the Colony to effect any improvement in this policy, which, moreover, seems to have found such favour in the eyes of the Governor that he doubtless hesitates to interfere. A short statement of the history of this Peak drainage question is sufficient, almost without comment, to conclusively prove the truth of what we state. On the 6th March, Mr Ede, in the name of several residents at the Peak, wrote to the Government complaining of the unsatisfactory state of the *new drains* that had been laid at the Peak, stating that a most offensive smell arises from the perforated man-holes. About two months afterwards the Governor forwarded a copy of this letter to the Sanitary Board, stating he is informed 'that the cause of complaint is the non-junction of the house drains with the main drains and the consequent absence of sufficient flow to cleanse the pipes,' and calling upon the Sanitary Board to compel the junction. Had the Sanitary Board been animated by the same spirit as the higher authority, it might have replied at once to this letter that it knew nothing about the main drainage at the Peak, that it was consequently unable to say that the cause of the smells complained of was the non-connection of the drains, and that in any case it had no authority to compel residents whose leases were obtained before the Public Health Bill became law or who had no agreements as to drainage, to drain into the new sewers constructed on the advice of Mr Cooper. The Board, however, preferred to regard the letter as a justification for entering into the general question of Peak drainage and the causes of its failure. In this a great mistake was made. The Board ought to have known from previous experience that the Surveyor General's Department would afford them no facility for such a study. Just think of the audacity of the Sanitary Board desiring information about public drainage! The Board's attempt to deal with the matter only laid it open to be snubbed; and their own unwilling servant, who was then acting as Surveyor General, did not fail to avail himself of the opportunity. This young gentleman's contempt for the Board is well known. Although intended to be its servant, he refused, after the arrival of Mr Brown, to receive orders from the Board, and the Government was reduced to the mean expedient of removing the Chairman, Dr Ayres, and substituting the Surveyor General, so as to enable Mr Cooper to obey orders consistent with his dignity. Well, as we have said, the result of the application made by the Board's secretary (Mr McCallum) for full information as to the main drainage, was a distinct rebuff. A reply came through the Colonial Secretary that the plans were open for the inspection of the Board at any time in the Public Works Department. As Mr McCallum wrote in his minute, full information is something more than a sight of plans existing in the Surveyor General's office; it must include 'A clear and detailed report such as is usually given by engineers proposing or explaining a drainage system.' It was not to be expected that the members of the Board were to go individually to the Surveyor General's office, beg for a sight of the plans, ask that official, who happened to be one of their own servants, to be kind enough to explain some of the details and then assemble and compare the notes of their interview. Their request for information having been so impertinently refused, the Board ought at once to have abandoned the attempt to deal with the subject, as it was evident the Government did not wish any advice from them. However, the matter was allowed to stand over, and the members seem to have adopted Mr McCallum's opinion—that, it being His Excellency's decision that no information was to be given to the Board, there was an end to the matter until some practical difficulty and probably a law-suit arose. The papers remained in Mr Francis' hands for two months, were returned by him about six weeks ago and were afterwards sent back to him. Meantime the Residents at the Peak, seeing that nothing was being done by the Government to abate the nuisance, addressed a second letter to the Colonial Secretary. This letter seems to have awakened the Governor, who, in his usual hot-tempered manner, replies, through the Colonial Secretary, stating that the former letter of the Residents was referred to the Sanitary Board, which had taken no notice of the subject. This was not a very manly way of meeting the difficulty. The Governor had not referred the subject of Peak drainage to the Sanitary Board, and he could never have intended to do so, else the application of the Board for the necessary information to deal with the subject would not have been so unceremoniously refused. All that the Governor did was to call upon the Sanitary Board to enforce certain connections—to act somewhat in the capacity of drain police. If the Sanitary Board chose to neglect that command, not being empowered by law to carry it out, the Governor ought at once either to have forced their action or to have taken other means to provide a remedy. The complaint was addressed directly to the Government and not to the Sanitary Board, and the fact of his having made a stupid request to the Sanitary Board did not remove his responsibility for the existence of the nuisance complained of.

A meeting of Peak residents is to be held to-morrow to consider the whole question, and we hope that they will arrive at some conclusion which will enable the Government to remedy the nuisance, for it would be almost a public calamity if the health resort of the colony were spoiled by defective drainage. Evidence, we must confess, goes strongly to show that the new system of drainage introduced by Mr Cooper at the Peak, without the sanction of the Legislative Council or any other authority, is a complete failure. He tries to maintain that the defect lies in the fact that not enough of residents have connected with his sewers, but, if it be true, as Mr Ede stated, that, with the exception of one or two, all that can connect have connected, this explanation is not tenable. The defect lies not in the carrying out of the system but in the system itself. Mr Cooper came here with fine theories about drainage, and, without any knowledge of the Colony, he set to carrying out his schemes. They will cost a large sum of money to the Colony; and if, as experience has shown, they increase instead of decreasing nuisances, the sooner a check is put upon his action the better. All the residents, therefore, whether they have houses at the Peak or not, will watch with considerable interest the agitation that has been raised by the Peakites.

TELEGRAMS.

(Via Southern Line.)

GREECE AND CRETE.

LONDON, 12th August.

England, Austria, Germany and Italy have replied to the note sent by Greece, stating that they are averse to diplomatic action. It is understood that the powers have decided not to allow Greece to disturb the peace of Europe. The agitation is spreading.

AIGBURTH POISONING CASE.

The sentence of capital punishment, passed on Mrs Maybrick for the murder of her husband, has been commuted in consequence of the conflicting nature of the medical evidence.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Taichiong*, June 25; *Ehrenfels*, 28; *Millfield*, July 5; *Riversdale*, 9; *Ella*, 16; *Ningchow*, 29; *Cyclops*, *Glenfinlas*, 26; *Titan*, Aug. 2; *Glengyle*, *Caledonien*, 6; *Cardiganshire*, *Pembrokeshire*, *Herangate*, 9.

HOMEWARD BOUND:—*Guy Mannering*, July 12; *Mogul*, *Florida*, 16; *Cambodia*, *Port Adelaide*, *Port Jackson*, 26; *Monmouthshire*, *Patroclus*, *Lennox*, August 2; *Aberdeen*, 6; *Kaisow*, *Polyhymnia*, *Iser*, 9.

The P. & O. Co.'s s. s. *Rohilla*, with the English Mail of July 19, left Singapore on Tuesday, the 13th inst., at 10 a.m., and may be expected here on or about Sunday, the 18th inst. This Packet brings replies to letters despatched from Hongkong on June 6th.

The Canadian Pacific Co.'s s. s. *Abyssinia*, from Vancouver, left Yokohama for Kobe and Hongkong on Sunday, the 11th inst.

The Canadian Pacific S. Co.'s s. s. *Batavia* left Vancouver for Yokohama on 9th Aug.

The Union Line s. s. *Northern*, from Antwerp and Hamburg, left Singapore on the 9th instant, and may be expected here on or about the 15th inst.

The O. S. S. Co.'s s. s. *Nestor*, from Liverpool, left Singapore on 9th inst., and may be expected here on or about the 15th inst.

The P. & O. Co.'s extra steamship *Shanghai*, from London, left Singapore for this port on 12th inst., at 5 p.m., and may be expected here on or about the 18th inst.

The O. S. S. Co.'s steamship *Hector*, from Liverpool, left Singapore on the 14th inst., and may be expected here on or about the 20th inst.

The s.s. *Wingsang*, from Calcutta, left Singapore on the 15th inst., and may be expected here on or about the 21st inst.

THERE is a telegram from Peking in the *Kwang Pao* yesterday stating that Chang Chi Tung, at present Viceroy of the Two Kwang, has been appointed Viceroy of the Two Hu and that he proceeds to his seat of Government direct, without going, as is customary at every change, to Peking to consult with the authorities there. It is further stated in the telegram that Li Han Chang, brother of Li Hung Chang, has been appointed Viceroy of the Two Kwang, in succession to Chang Chi Tung.

AN interesting suit—the case of Yu Hok Lin and another v. Ewens—is now occupying the attention of the Acting Chief Justice. The facts of the dispute at issue may be summed up as follows:—The first Green Island Cement Co. Limited was formed in 1887, and in the list of shareholders stood the name of Yu Hok Lin as the possessor of 30 shares. The assets and liabilities of this Company were subsequently taken over by a new company, styled The Green Island Co. Limited, and by reason of a reduction of the nominal value of the shares and the increased of the nominal capital in this second company, the owner of the 30 shares in the old Company became entitled to 180 shares in the new one. In the course of time a third company—the present Green Island Cement Co. Ld—was formed to supersede the second company. The nominal capital was again increased, although the number of shares remained the same. At the same time, a new issue was made and the holder of two shares of the old stock was entitled to receive in respect thereof one share of this new issue. Therefore the plaintiff in this case claims to be registered in the present company as the holder of 180 shares of $50 fully paid up and 90 shares of the new issue $5 paid up. The case of the plaintiff is that she purchased the original 30 shares with her own money and that consequently the scrip, issued in her name, was always in her possession. Since the transaction, the plaintiff, a celestial of the *beau sexe* of 37 summers, responded to the wooing of a gallant young naval officer aged 27 years. Her love suit is indeed the original cause of the present law-suit. Her marriage was disapproved of by her family and coincidentally she was led to embrace Christianity. Hence she was joined in holy matrimony with her sea-faring swain in a protestant church and withdrew from her family, taking with her all those properties which she held to be hers, amongst others the 30 shares in question. The nominal defendant is the General Manager of the Green Island Cement Co., but the real defendant is the plaintiff's mother. On her behalf it is argued that in view of her advanced age the 30 shares were registered in the plaintiff's name for convenience sake and that the purchase money was supplied by the plaintiff's mother. It is alleged that the plaintiff having avowed she would never marry, her mother caused the scrip to be made out in her name, to be held by her in trust. The plaintiff was left $10,000 in money and property by the late Dr Wong of Canton about 12 years ago, and it is averred that she spent nearly all of this in repairs to property and jewellery. Evidence was taken yesterday and to-day, and a decision will likely be given to-morrow. Mr Robinson, instructed by Mr Stokes, Messrs Sharp Johnson and Stokes, appears for the plaintiff and Mr J. J. Francis, Q.C., instructed by Mr Reece, for the defendant.

Messrs Jardine, Matheson & Co. inform us that the s. s. *Wingsang*, from Calcutta for this port, left Singapore to-day.

Dr Doberck, Director of the Observatory, gives it as his opinion that 'the centre of the typhoon has probably entered the mainland to the West of Hongkong.'

The Band of the A. & S. Highlanders will play the following programme on the Barrack Square to-morrow evening (Friday), commencing at 7.30 p.m.

March....'In the Gloaming' Winterbottom.
Lancers..'The Mikado' ......Bucalossi.
Valse ....'Little Sailors' .....Crowe.
Polka ....'Fairy landchimes' Dunkler.
Quadrille 'Lieder'..............Siewert.
Galop ....'Narren'..............Gung'l.

The effects of the proximity of a typhoon were felt in the colony with considerable force last night. After sunset the wind, which had been pretty high all day, rose to a gale. After midnight rain fell heavily and continued with but little intermission until eight o'clock this morning. It was feared that a good deal of damage must have been done to property by the wind and rain, but this fortunately does not appear to have been the case, a few instances of slight damage only being reported. Among these is the collapse of the roof of Crosby's store, one of the oldest buildings in the colony, which occurred last night.

The fact that Dutch planters have been securing large tracts of land in British North Borneo has generally been taken, and rightly so we think, as a testimony to the suitableness of its governmental system or of its soil, or both, for commercial purposes. When we hear, however, that London capitalists are turning the tables on the Dutch planters, and throwing capital into Dutch Borneo, the effect of the news is somewhat puzzling. From the reports made by Mr W. MacGregor Smith (who is in Hongkong at present and is well known here), it would seem that the western portion of Dutch Borneo is a perfect El Dorado, and that its climate, and its mineral and other resources, are far more calculated to make it the land of the future than the New Ceylon is likely to be. Mr MacGregor Smith represents a London syndicate, and if his reports of diamond-fields, gold-finding, and resources for labour and tobacco-growing in the provinces around Pontianak, are ever verified or followed up according to that gentleman's expectations, then Western (Dutch) Borneo has undoubtedly a very great future before it. He states that concessions of large tracts of that country have been given by the Sultans, on the most favourable terms, and sanctioned by the Dutch authorities, for the exclusive exercise of the usual mining and planting rights, and that the prospects are more bright than anyone could have ever looked for. Excepting a certain number of concessions granted to firms in Singapore, most of these rights have been secured by London merchants, and the success already attained justifies the belief that Borneo diamonds and Borneo gold, as well as Borneo tobacco, will soon make themselves very important factors in the markets of the world. It seems a little remarkable that the apathy of the Dutch themselves, and their somewhat exclusive attitude until recently, should have led to the exploitation and settlement of British North Borneo, and the attraction hither of many of their own planters; and that this apathy and exclusiveness should now be followed by the welcome which the Dutch are now giving to British merchants in the western provinces of their East Indian possessions. Possibly the North-Borneans may have some light to throw upon this peculiar bit of historical 'give and take.' In the meantime it is sufficient for us to note the fact, and to do so with the remark that the profitable use of English capital has always done good to the country in which it is invested.

THE LOSS OF THE *ALTNACRAIG*.

MARINE COURT OF INQUIRY.

A Marine Court was held at the Harbour Office to-day to inquire into the circumstances connected with the loss of the British s.s. *Altnacraig* of Aberdeen, official number 84,361. The Court consisted of the following:—Commander R. Murray Rumsey, R.N., Stipendiary Magistrate; Nav.-Lieut. W. McFarlane, R.N., H.M.S. *Victor Emanuel*; Capt. Scotland, s.s. *Ghazee*; Capt. Boutillier, s.s. *Benarty*.

Capt. Buyers, master of the *Altnacraig*, said—I have been master of the *Altnacraig* for seven years. We sailed from Iloilo for Delaware on the 12th ult. with a full cargo of sugar. On the night of the 13th I was on deck all night, and about 7 30 a.m. on the morning of the 14th without any previous indication of it, I saw the bottom on looking over the ship's side. The chief officer was also on deck at that time. I was standing on the upper bridge at the time. The telegraph was rung to order the engines to go full speed astern. I rang the telegraph myself. Before anything could be done the vessel struck. I ordered the pumps to be sounded. We found there were six feet of water in the forehold. About five minutes afterwards we found 14 feet. I ordered the boats out, and after the passengers and crew had left and only the boatswain and myself remained I sounded round the ship and found from five to five and a half fathoms on either side of the reef on which she lay. The ship was then full of water. The spar deck was below water. I then got into a boat with the boatswain and made for the shore. The other boats had preceded us. I decided to go to Port Royalus. On arriving there I asked the Intendant of Marines to allow a gunboat to go back to the scene of the wreck. This request was granted, and I went with them. Owing to the state of the weather we were unable to get to the ship. We remained at Port Royalus until we were sent by the Spanish authorities to Manila. From there we were sent to Hongkong. Our draught of water when we left Iloilo was 23.9, and 23.10. The ship had six bulkheads. The chart showed pretty clear where we were. There is one reef outside which I knew of. The ship was going from seven to eight knots when she struck and seemed to tear into the reef. No report was made to me about water coming into the engine-room; but I saw it coming in there. The engine-room staff was on deck then. The water was at that time over the main deck in the fore end. When I left her she was full of water fore and aft. From the time bearings were taken until the ship struck a S. W. course was kept. I am satisfied with the conduct of the officers and crew. I did not make any allowance for currents. We had eight European passengers on board and the full complement of a crew. The ship had two bridges and I was standing on the upper one of these when she struck. We were about twelve miles off the mainland. The chart I was using was lost, but I produce copies of the same chart. I purchased the chart from Messrs Falconer and Co. before leaving Hongkong. No attempt was made to work the pumps. The ship had settled down before the boats were out.

Hugh J. Story, chief officer of the *Altnacraig* said—I hold a master's certificate. I joined the *Altnacraig* five and a half years ago. I had the four to eight watch between the time we left Iloilo and the time the ship struck the reef. The weather was fine on the morning of the 14th. The course was altered to S.W. about 5.30 a.m. and about 7.30 I saw the bottom right underneath where I was standing on the bridge. The Captain, who also saw it, telegraphed below to go astern. A few minutes afterwards we found six feet of water in the hold. A little before that the Captain had remarked to me that we were well clear of the reef shown on the chart, it being on our port beam.

Walter W. Adam, chief engineer, said—I have been in the ship since she was launched, about seven years ago. I could estimate fairly well by the number of revolutions what speed she was going. I produce my engine-room log. At noon on the 13th she was going from 7½ to 8 knots. There was no break in the speed up till half-past seven next morning. I was in my cabin when the ship struck. I went down below immediately. The engines were stopped. There was no water coming into the engine-room at that time. I was called on deck and went to assist in getting the boats out. The ballast pump was put on to the forehold by the second engineer's order till the water got into the engine-room and put out the fires. The second engineer took charge of the engine-room when I went on deck. The pump was on for about a quarter of an hour. The ballast pump could throw 60 tons an hour. I looked down about a quarter of an hour after the ship struck and saw that the engine-room was full of water. If all the pumps had been kept going they could not have kept the water down.

David Anderson, second engineer, said—I was not on watch when the ship struck but I went below immediately afterwards. I had not felt her strike. I was below about three minutes after she struck. The engines were stopped when I got down. There was no water in the engine-room then. I went on deck to put on the donkey pump. The pump was kept going about ten minutes. I don't think if the injection pump had been put on also it would have kept down the water.

After deliberation the Court gave the following judgment:—

We find that the British s.s. *Altnacraig*, of which William Buyers (whose certificate of competency as master is numbered 95,437) was master, left Iloilo on 12th July 1889 on a voyage to Delaware, with a full cargo of sugar, eight passengers and a full complement of a crew.

That all went well until the morning of the 14th, when, at 7.25 a.m., she struck on a reef, sustaining so great damage that she shortly filled with water and had to be abandoned, in Lat. 90 N., Long. 118.20 E.

We are of opinion that safe and proper courses were steered until the time of the cross bearings being taken at 5.30 a.m. on the 14th, and that the course subsequently set would have been a proper one supposing the position given by these bearings to be correct; but we are strongly of opinion that this position was not a reliable one. The bearings were taken in a rough and ready manner, without either azimuth ring, style pin or compass corrector. The difference between the bearings was only three points and they were laid off on a chart of comparatively small scale, all of which combined was conducive towards error; and supposing the courses and distances to have been accurately given—and there is no evidence to lead the Court to a contrary opinion—the error brought about by such combination of less than one point in each would place the ship on the reported Marabout Shoal, at the line of striking. Against this, however, is the evidence that the island of Koma Komayan was on the port bow of the vessel steering S.W., and this could not have been the case if the shoal is in the position marked in the chart and the vessel struck it.

The case is so circumstantial, and there being no written evidence (the logs having been lost), we are not prepared to say that the master has been guilty of not navigating his ship with sufficient and seamanlike care; and we do not therefore deal with his certificate. We would, however, recommend to him having more care for the future in dealing with cross bearings.

The rush of water into the ship after striking appears to have been so great that no effort to keep her afloat would have been of any avail. The officers and crew appear to have conducted themselves properly and proper discipline to have been maintained.

THE SANITARY BOARD.

AT LOGGERHEADS WITH THE GOVERNMENT ON PEAK DRAINAGE.

The following is the remainder of the discussion at the Sanitary Board, of which we gave but a brief summary last night. The report begins after the correspondence with the Government on the subject of Peak drainage had been read:—

Mr Ede—I *do not read the letter from* His Excellency of the 30th April as meaning that His Excellency wanted an expression of opinion from us as to the system of drainage, which is under the control of the Public Works Department and not of the Board. The letter I understand, after stating that His Excellency is informed that the cause of complaint arose from the non-junction of the houses with the main drains, says: 'His Excellency is advised that the duty of compelling this junction rests with the Sanitary Board and he would be glad to know what steps are being taken for the performing of it.' Every house, I believe, except one, which can connect with the main drains has been connected, but the smell still exists. Our reply therefore to the Governor should be that all the houses are connected except so many, stating the number, and add that unfortunately through some accident this matter has been delayed.

Mr Francis—In face of the letter from the Colonial Secretary published in the daily papers, I submit that the reply suggested by Mr Ede is not a sufficient or adequate one. In the first place this system of main drainage at the Peak was adopted without any communication to the Board or without our being in any way consulted, although necessarily it involved alterations in the private drainage which is under or within our jurisdiction. I think I may say, and what I am saying now is as much for the information of the public as it is for the Board, that to the best of my belief, after considerable research, the matter was never even brought before the Legislative Council. No money was ever voted for the system and it was never approved by the Council. Up to that time drainage at the Peak had been arranged for by specific agreement between the Government and persons who bought land there, by which cesspits were constructed and drains led into them. Without the sanction of the other parties, the Board or the Legislative Council, the Government, on the recommendation of a young gentleman just arrived in the colony, established an entirely new system of drainage. As a matter of fact and as a matter of clear law, the Government had no right to interfere with the conditions made with these people when they purchased their lots. If the Government wanted to invent a new system of drainage at the Peak which they thought necessary, it would have been only right and proper that they should have borne any expense it would entail. As a matter of fact I believe a great many people do drain into these main drains and the system has turned out to be a nuisance. It was urged that it would be when the drains were being laid down, but Mr Cooper knew better than any one else and the drains were put down in spite of every one. Something of the same sort has been done at Kowloon. Something of the same sort has been tried in Victoria; it has not been carried out yet. Then a very ill-tempered and a very ill-advised letter is forwarded to the Peak residents and they are told that His Excellency is advised of such-and-such a thing, and such-and-such things are stated as facts. As members of the Sanitary Board we are then requested to look into the matter and see what can be done. Our Secretary writes to the Colonial Secretary for information and he is told that members of the Board can go to the Surveyor-General's office and look at the plans there, and they can ask the Acting-Surveyor-General, who happens to be one of the Board's inferior officers, for any information. I put it to the Board and the public whether that was a proper answer to give to this Board. The Board are asked by the Governor to compel people to provide means for a public system of drainage. We do not know what the system is. We have never had any information about it. We have never been communicated with in any way or seen any plans, and I say it is an impertinence to ask members of this Board, constituted as it is of elected as well as appointed members, of unofficial as well as official members, to go to the Surveyor General one by one, and ask for information which should be given to the Board in its corporate capacity. But now the Government says that nothing has been done by the Board. I suppose it is known in the Surveyor General's Department that these complaints are not new. Nothing has been done by the Surveyor General's Department, by the Board, or by anyone else for the last six months. Complaints are then sent in by the residents, and the Governor states that the Board refuses to act. I submit if the Board had answered the Governor's letter and stated that they declined to say or do anything in the matter for want of the necessary information from the Government, which the Government refused to give, they would have been perfectly justified in doing so. And now it is stated officially and published to the world that the Sanitary Board refuses to act and will do nothing in the matter. I would ask the Secretary if any communication from the Government has been received by him during the whole of the interval since the request was made for information by the Board.

The Secretary—I have received no communication.

Mr Francis—No, the Government itself has slept on it and I am afraid the Board had forgotten it. The Board was perfectly justified in replying to the Government, as Mr Ede suggested, that all the houses except one or two are connected with the drains, adding further that the Board had no power to compel these houses to connect. If they were not in existence at the time this new system was introduced, they have an agreement with the Government to drain into cesspits, and if they were in existence then we have no power whatever to compel them to alter their drains till they get into a defective and insanitary condition. Section 52 says, 'If any building be without a sufficient drain, and if a public sewer of sufficient size be within 100 feet of the premises or outermost boundaries of the lot on which such building is situated, and if such public sewer be on a lower level, it shall be lawful for the Board to require the owner of such building to connect with such public sewer by means of a proper drain.' The Board can only act if the existing drainage is insufficient. Can the existing system of drainage be stated to be insufficient if they are drained into cesspits according to agreement with the Government? We have thus no power to interfere and even if we had the power it would be unreasonable to interfere considering the nature of the agreement with the residents at the Peak. If the Government want the drains connected, it is only fair that they bear the expense themselves.

The President said that unfortunately he was not in the Colony when this subject was brought forward and he was not therefore in a position to explain the many points raised by Mr Francis, but he had hoped that some official member, who was a member of the Board at the time, might have been able to give some explanation of the course adopted by the Governor. He did not think that was the place to discuss the action of the Government. As regards the letter written by the Colonial Secretary and the charge Mr Francis brought, as he understood, of its being impertinent, he should certainly leave that matter to the Colonial Secretary to deal with as he might think best. As to the legal technicalities he must say he did not feel sufficiently well acquainted with the Ordinances to offer an opinion, but it showed conclusively that the Board should have the assistance of legal opinion to deal with such points when they arose. His experience at home had been that almost invariably the clerk to the Board was a solicitor. As the matter would doubtless be dealt with now that the Governor had expressed his desire for a deputation, he did not think anything would be gained by prolonging the present discussion, and he should be pleased if any gentleman would move as a resolution that a reply be sent to the Government.

Mr Humphreys thought that the matter had been taken out of the hands of the Board, and proposed that nothing further should be done until His Excellency had received the deputation.

The President said the fact of His Excellency having decided on holding a meeting, would not prevent the Board from taking any steps within their jurisdiction.

Dr. Ho Kai—We are asked a certain thing by the Government, and the Peak residents petition the Government to do another thing. As I understand it, the residents at the Peak petition the Government to have the main drainage improved, complaining of certain nuisances that arise from the drainage constructed by the Government at the Peak. A certain explanation has been given by the Surveyor General and Mr Cooper—that the drains of some houses were not connected with the main sewer and that if a larger number of houses were connected the nuisance would cease. That opinion was respectfully differed from by the residents at the Peak, and they asked the Government to remedy the evil. But the Governor in his letter to us did not ask us for any opinion on the system of drainage there and how to remedy the evil—simply says compel (in your capacity as Sanitary Board) the residents to carry out the views of the Surveyor General and Mr Cooper and make them connect with the drains, and in that way we believe the nuisance will cease. The reply to that was that they had no power to compel residents to connect and must refuse to compel them.

Mr Ede asked if there was any information as to how many houses were unconnected, his opinion being that there was only one or two.

Neither the Chairman nor the Secretary could give any information on this point.

The Acting Registrar General pointed out that the only clause under the Ordinance which applied in this case was Section 52, and it laid down as one of the conditions of their interference that the building shall be without sufficient drains. He did not see that they had any power to compel the Peak residents to connect with any public drains, and if they had no power they could take no steps.

Dr. Ho Kai moved the adjournment of the discussion, till the next meeting.

The President thought they should obtain a legal opinion as to what power the Board had.

Mr Francis—That means referring it back to the Government. What is the good of that? The Government is already advised that we have the power.

The President—Two legal members of this Board have expressed an opposite opinion, I know. But when lawyers differ who is to decide?

Mr Francis—Here are three legal members of this Board who have no shadow of a doubt on the matter. I suppose the matter is going to be referred to the Acting Attorney General, whose opinion is to override every one's.

The President—As an official member I cannot but have respect for the opinion of the legal adviser of the Government.

Mr. Francis—I should have thought my opinion alone was as good as his.

The President—I have a great respect for your opinion also, Mr. Francis.

The Vice-President agreed with the opinion expressed by Mr. Humphreys. This point had been overlooked for many months and it would be disrespectful at the present moment to rush forward into action. He thought they had better wait until the Governor had received the deputation, and for that reason he seconded the motion of Dr. Ho Kai.

The President pointed out that the Board would be in no better position at the next meeting unless they got some information in the meantime.

The Vice-President said he intended moving a motion to that effect.

Dr. Ho Kai's motion was then put and carried.

The Vice-President proposed that the Sanitary Surveyor, before the next meeting, report what houses at the Peak come within Section 52 of Ordinance 24 of 1889.

Mr. Francis seconded, and the motion was carried.

ARCHITECTS COMPLAIN OF OBSTRUCTION.

The Secretary read the following correspondence:—

Hongkong, 2nd Aug., 1889.

To the Sanitary Board.

Re Drains M. Lots 20 and 21.

Dear Sirs,—On the 1st instant we sent an amended plan of the above to the Secretary of your Board for approval, which was returned to us by the Sanitary Surveyor, saying that he could not pass it and that he saw no reason why we should not adhere to the original plan, which shewed the drainage being taken into the sewer in the Queen's Road.

If the drains are laid in this manner we can only get a total fall of about 3 feet in a length of 500 feet, which is we think too flat a gradient. At the time we sent this plan in we were not aware that there was a sewer on both the east and west sides of the ground into which we could carry our drains and get a fall of 7 feet, and which we now wish to drain into.

We have seen Mr Cooper, the Sanitary Surveyor, on the subject to-day, and he insists on the drain being laid in the manner first proposed.

We are not aware that there is any law to prevent us altering our minds as to the manner of disposing of the drainage, but are prepared to do it in the way insisted upon by your Surveyor, provided you will take the responsibility and bear the expense if they get choked up, or become a nuisance and have to be opened up and cleaned out, which we are convinced will constantly be the case if they are laid to such a flat gradient.—Yours faithfully,

Bird and Palmer.

Submitted to the President.—Plans were submitted on the 30th January, 1889, and as far as I know approved. Another plan was submitted on the 1st inst., and it is to the step taken in regard to this that this letter refers.

Hongkong, 3rd August, 1889.

Gentlemen,—In reply to your letter of yesterday addressed to the Sanitary Board, I am directed by the President to inform you that the reason why the Sanitary Surveyor declined to approve of your revised plan was because he knew that the proposed connection with the public sewer would not be sanctioned by him in his capacity as Surveyor to the Public Works Department.—I have &c.

H. McCallum,
Secretary.

Messrs. Bird and Palmer.

Hongkong 6th August, 1889.

H. McCallum Esq.,
Secretary of the Sanitary Board.

Dear Sir,—We shall be much obliged if you will lay our letter to the Sanitary Board before them at the next meeting as we requested you to.

We saw Mr Cooper in his capacity as Surveyor to the Board and do not consider that any of his other numerous official capacities affect the question in any way.

Yours faithfully,
Bird and Palmer.

Minute by Mr Humphreys:—The Surveyor General will no doubt give a reason for being unable to approve of the connection with the public sewer proposed in Messrs Bird & Palmer's revised plans.

Mr Francis—The question I should like to put is, what right the President has to communicate on a matter like this without first getting the authority of the Board? Here is a serious complaint against one of the Board's officers, and I submit such a correspondence as that should have been laid before the Board. The President has certain executive powers to carry out by-laws and execute the wishes of the Board, but he has no right to take upon himself to answer such a communication as this without first consulting the Board. A plan has been sent in, and afterwards, for certain reasons, another set of plans are sent for approval, and the Sanitary Surveyor refuses to sanction them, not from any sanitary reason, not for the reason that they are contrary to any by-laws, but because in some other capacity he will not be able to sanction them. Mr Cooper is Sanitary-Surveyor to this Board, and when he refuses to sanction anything it must be on sanitary grounds alone. I do not wish to impute any bad motives to the President: I am sure that it was the result of zeal, but at the same time he had no power to do it at all. I believe there are a great many things in the same condition here. A great deal of correspondence to this Board is never seen or heard of by it, but is disposed of by the President.

The President explained that his action in dealing with the letter had simply been to save delay. As to his power to do so he derived it from a motion of the 12th July, 1888, giving the President the powers of an executive Committee during the interval of the Board's meetings. Speaking as Surveyor General, he was of opinion the drain with which Messrs. Bird and Palmer wished to connect was not a suitable one. Mr Cooper was present, and if the Board wanted further information, doubtless he would be able to give it them.

Dr. Ho Kai—You have not given any reason why the connection should not be permitted.

The President—As Surveyor-General, I am not called upon to give my reasons. I give my reasons to the Government. Mr Cooper is present and can give you any information.

Mr Francis—We are told that the Sanitary Surveyor refuses his permission because the Surveyor General will not allow it, and then the Surveyor General refuses to give his reasons for not permitting it. It is stultifying the Board entirely.

The President—If you wish for any further information, you can apply to the Government, and I have not the slightest doubt your application will be entertained. That is the proper course to adopt. If you demand of me as Surveyor General, as of a right, certain information, I refuse to give it. As Surveyor General I have nothing to do with the Board.

Mr Francis—I beg to move that the Sanitary Surveyor be instructed to approve or disapprove of any plans submitted to him solely on sanitary grounds.

Mr Humphreys seconded.

Mr Francis—I should like to ask whether this objection has been withdrawn and the plan now approved.

The President—Really, Mr Francis. I must call you to order. The rule of debate I called attention to appears to be more honoured in the breach, than in the observance.

Mr Francis—We are really in Committee the whole time.

The President—At any time you can move to go into Committee. In fact I think it would be far better if we had always a small Committee to settle these matters of detail.

Mr Francis—It is not a question of detail at all; it is a question of principle.

On the motion of Dr Ho Kai, the Board then went into Committee.

The President said he considered Mr Francis' motion unnecessary. As a Sanitary Board both members and officials should be actuated by sanitary principles. He had no reason to suspect that any officer was not so guided, and therefore, although the motion was a harmless one, he did not intend to vote on it at all.

The motion was then put and carried, the Vice-President being the only one voting against it.

Mr Cooper was then invited to take a seat at the Board, and in reply to Mr Ede said the fall of 3ft. 9in. in 500 yards approved in the first plan was sufficient.

Mr Francis—But there can be no question that a greater fall would be better for keeping the drain clean?

Mr Cooper—For that purpose yes, but there are other things to be considered.

Mr Ede—Since this letter was written has permission been given to adopt the second set of plans?

Mr Cooper—No, not that I know of.

Mr Francis—Why, if it was not on sanitary grounds, did you refuse to pass the plans?

Mr Cooper—To save trouble.

Mr Francis—You are not paid for that.

Mr Cooper—If I had approved the plans they would have gone on constructing a drain which I know would not pass the Surveyor General.

Mr Francis—As Sanitary Surveyor to this Board have you anything to do with the Surveyor General?

Mr Cooper—No.

Mr Francis—Have you referred to him in this matter?

Mr Cooper—Not officially.

Mr Francis—You had better not—(the rest of the remark was inaudible at the reporters' table.)

The President—I do not think this is a proper place, Mr Francis, for you to threaten officers of the Board. They are servants of the members as a corporate body, and therefore no private individual member has the right to threaten them or express his opinion of them.

Mr Francis—Then how is an opinion to be expressed?

The Acting Registrar General—By formal complaint to the President.

Mr Francis—The President has no power; he is simply the mouthpiece of the Board.

After some further discussion Mr Francis moved that the Sanitary Surveyor be instructed to approve of the second set of plans if there were no sanitary objections to them.

Dr. Ho Kai seconded.

Mr Ede said the Board was in the difficult position of having to deal with house drains while the public drains were entirely beyond their cognisance. He would vote for the motion mainly for the sake of bringing the question to a decision.

Mr Humphreys also supported the motion. Messrs Bird and Palmer had not been informed why their 7 feet drain should not be adopted instead of the 3.9 drain. Mr Cooper simply said he refused because the plans would not be sanctioned by the Surveyor General. They had nothing to do with that.

The President moved as an amendment that Messrs Bird and Palmer be informed that the Board cannot sanction the alteration in the plans already approved by the Sanitary Surveyor to the Board.

No seconder to this amendment could be found.

The motion was then put and carried, only the President voting against it.

The Secretary was instructed to write to Messrs Bird & Palmer, that the approval by the Sanitary Board did not involve any sanction of the connection of the drains with the main sewer.

MESSRS DANBY AND LEIGH COMPLAIN

The Secretary said that he had received a long correspondence between Messrs Danby and Leigh and the Sanitary Surveyor. He proposed to read the last letter and circulate the rest of the correspondence.

The following letter was read:—

12th August, 1889.

H. McCallum, Esq.,
Secretary, Sanitary Board.

Dear Sir,—In reply to your letter of the 6th instant, in which you were good enough to enclose us copies of the notices you sent to three of our clients re drains (all of whom have forwarded them to us with the request that we would reply direct), we beg to state that we regret we cannot accept the opinion of the President of the Board in this matter as final, and under clause 20 of the Public Health Ordinance must ask you to place the matter for review before the Board.

In doing this we request the whole question may be brought up, and that our letter of 17th July to the Sanitary Surveyor may be produced.

We also request that when this matter is in review before the Board, we may be invited to attend so that our side of the question may be represented.

We beg to state that our reason for requesting this review is that no notice of any sort reached us that the drains were not in order until some time after they were covered in, and then only in the form of an order to reopen them.

We cannot also allow the statement in the notices, that no opportunity was given the Board to inspect, to pass without denial, or that we have done anything contrary to the meaning of the Board's Bye-Laws.

Yours truly.
Danby & Leigh.

It was agreed that the papers should be circulated, and Messrs Danby and Leigh requested to attend at a future meeting to give any explanation necessary.

COOLIE EMIGRATION FROM HONGKONG.

OPINION IN SINGAPORE.

Commenting on our Harbour Master's report the *Singapore Free Press* says:—Considering that Singapore is a terminus as well as an *entrepot* for by far the larger proportion of the stream of immigration annually setting out from the coast ports of China, the remarks made on the subject of emigration in the 1888 report of the Master Attendant at Hongkong deserve to be examined with attention. The remarkable case of the s. s. *China*, which came up at Singapore a few months ago had the effect of bringing prominently to public notice the system, or want of system, under which coolie emigration was managed at Hongkong. That a shipful of coolie passengers should create something like a mutiny and coerce the captain and officers to take the vessel into Singapore, the alleged destination of the passengers, while on her voyage to Deli, the port for which the ship had cleared at Hongkong, is an incident not to be lightly looked at. It betokened something radically wrong in the system prevailing at the port of embarkation, or the existence of some powerful and unscrupulous organization working in the interests of the Chinese brokers and others concerned in the coolie traffic. The enquiry into this case by the Protectorate authorities here came to a futile close, for the reason that the alleged irregularities and misrepresentations which constituted the grievance of the 'kidnapped' coolies, occurred at Hongkong, and accordingly the case had to be referred thither, there being therefore no jurisdiction here entitling the Protectorate to proceed. Subsequent investigation at Hongkong did however put it beyond doubt that things were managed so laxly in coolie embarkation work, and there was such a neglect of the existing regulations connected with the issue of coolie tickets, that there was abundant room for accepting as true the assertions made by native passengers of the s. s. *China* as to the mode in which they declared they had been deceived. It is a little curious that a case of such exceptional peculiarity as that of the s. s. *China*, concerning which important correspondence passed between this Colony and Hongkong, should not have had at least a special paragraph to itself in Capt. Rumsey's report. It has, on the contrary, not even the barest mention. There is nothing more, which may be construed into an inference that the Hongkong Master-Attendant may have had the *China* case in his mind, than the opening sentence of one of his 'Emigration' paragraphs, which runs in these general terms;—'The subject of abuses connected with Chinese Emigration has lately received much attention.' It will not be disputed that it is to the occurrence of the *China* 'kidnapping' case that we must ascribe this salutary increase of attention. A reference to the emigration statistics of the Port of Hongkong proves that the increasing importance of this external population movement justifies all the care that can be bestowed upon it. We find that the aggregate emigration through Hongkong in 1888 amounted to no less than 96,000, that for the preceding year being 82,000. This Colony, with its dependent States, has absorbed nearly 3,000 of that emigration, against nearly 62,000 in the foregoing year. We cannot therefore be indifferent to the mode in which this emigration is managed, seeing that employers and employed alike are affected directly by the obligations incurred in the forwarding of the coolies from China to the Straits.

THE FUTURE OF SOUTH AFRICA.

SIR HERCULES ROBINSON INTERVIEWED.

The London correspondent of the Ceylon *Times*, writing on 12th July, gives the following interesting interview with Sir Hercules Robinson:—

London, July 12th.—More than one Radical paper has affirmed that your former Governor, Sir Hercules Robinson, is about to contest a vacant seat in the House on Gladstonian lines. I have the best possible reasons for declaring that this assertion is not true. I had a very interesting conversation with His Excellency quite recently—and be it remarked that he is still Governor of the Cape on leave, his resignation being accepted only as from August 1st next—and I gathered from him that as regards entering Parliament he had not decided on any such step, but this I take it meant simply that until the date when the retirement and his pension actually commence he would not make any sign. As regards his politics, however, I was assured by him that although he had hitherto been a staunch Conservative, he could no longer work with any party represented by the present Government. I take this to signify his deep dissatisfaction with the treatment he received in regard to the suspension of Sir John Pope Hennessy, as well as with the Colonial Office faltering and paltering in Cape matters, of which he has had such an abundance. When I alluded to the official ignoring of his decision in the Mauritius matters, he said it was the outcome of the feebleness of purpose in the Colonial administration of Lord Salisbury's Government. Our conversation naturally turned to Cape affairs, and in reply to my enquiry whether the Transvaal possessed any important attractions other than those of gold and diamonds, he replied that it had all the capabilities of making an exceedingly prosperous country, for, in addition to its fine climate and much fertile soil for new products, it contained great resources in copper, coal, wool and timber. I suggested that, as these attractions draw towards it constantly increasing numbers of British settlers, the Dutch element would eventually be outnumbered by the English, and thus it would readily merge into an English 'Colony.' Sir Hercules, however, does not take this view of the future of the Transvaal. He assured me that there was a strong and growing distrust of Colonial Office administration throughout the British population of South Africa, and the great advantages enjoyed under an independent Government in the Transvaal and Orange River Free States strongly inclined British settlers to wash their hands of Colonial Office domination, which of course meant—though he did not say so in so many words—government by irresponsible persons, i. e., the permanent officials of Downing Street, who are not directly responsible to Parliament, as are the political officials. The Transvaal, according to Sir Hercules, may become British, but it will be *Republican*, and all through the blundering of Colonial Office administration. But as regards the Parliamentary career of Sir Hercules, I cannot bring myself to believe that his policy will gravitate towards Gladstonism, for was it not Mr Gladstone's policy, or rather his absence of policy, which caused so much loss in South Africa during our disastrous conflict with the Boers; and which beyond a doubt rendered the administration of the Cape Governor so difficult and mortifying. In reply to my enquiry whether the Portuguese were not acting in concert with the Boers of the Transvaal in reference to the seizure of the Delagoa Bay Railway, and that the latter were influenced equally with the former by intense dislike of England and its free institutions, I was assured that whatever might be thought of the want of honesty of the Portuguese, he (Sir Hercules), believed they had acted quite *within their rights*, while, as regards the Boers, they had no dislike for the English nation—only for the English Colonial Office. He did not believe that any large and powerful community which had once enjoyed the fruits of freedom from the dictation of irresponsible authorities would willingly place themselves in subjection to any such authority. To that extent he, if not a Home Ruler at heart, believes that Home Rule will largely prevail in South Africa. Whether Sir Hercules believed in a future South African Confederacy I am not able to say, as that point did not form part of our conversation; but it is well to remember that the Orange Free States and the Transvaal together form a territory fully as large as all the Cape colonies united.

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites is the most valuable remedy for *Consumption, Scrofula, General Debility, Wasting Diseases of Children, Chronic Coughs, and Bronchitis* that has ever been produced. It is very palatable; it is very fattening and strengthening. It will ease at once the most violent cough and will give both comfort and strength to the sufferer. It possesses the combined virtues of these popular remedies in their fullest form. Any Chemist can suppply it.—Watson & Co. (Limited), agents in Hongkong and China.

Quotations

Hongkong, August 15.

Opium—New Patna, cash	...	537½
,, Old ,, cash	...	—
,, New Benares, cash	...	533½
,, Old ,, cash	...	—
,, New Malwa, cash	...	560
,, Allowance, Taels	...	24/40
,, Old Malwa, cash	...	600/610
,, Allowance, Taels	...	48/80
,, Persian, Oily, cash	...	520/540
,, Allowance, Taels	...	16/48
,, Persian, Paper tied	...	540/580
,, Allowance, Taels	...	nil/48

Exchange.

Hongkong, August 15.

On London—	
Bank, Wire	3/0½
,, On demand	3/0⅝
,, 30 days' sight	3/0⅝
,, 4 months' sight	3/0⅞
Credits, 4 ,, ,,	3/1⅛
Documentary, 4 months' sight	3/1⅛
On Paris—	
On demand	3.82
Credits, 4 months' sight	3.90
On New York—	
On demand	74¼
Credits, 60 days' sight	75⅛
On Bombay—	
Wire	224½
On demand	225
On Calcutta—	
Wire	224½
On demand	225
On Shanghai—	
On demand	72
30 days' sight, private	72¾
Gold Leaf, 100 fine	33.95
Sovereigns	$6.51

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

Barometer—	9 a.m.	29.65
Do.	1 p.m.	29.64
Do.	4 p.m.	29.63
Thermometer—	9 a.m.	79
Do.	1 p.m.	80
Do.	4 p.m.	80
Do. (Wet bulb)	9 a.m.	78
Do. Do.	1 p.m.	79
Do. Do.	4 p.m.	79
Do. Maximum		80
Do. Minimum over night		78

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY.

Barometer	29.60
Temperature	83
Damp Bulb	79
Direction of Wind	s
Force	3
Weather	o
Rain-fall	—

Hongkong Observatory, August 15, 1889.

CHINA COAST METEOROLOGICAL REGISTER.

August 14.—At 4 p.m.

Station.	Barometer reduced to sea level and 32° Fht.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hrs.
Wl'ostock	29.77	74	—	s	2	b	—
Tokio	29.88	—	—	s	3	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	29.72	87	90	s	1	b	—
Amoy	29.68	86	72	SE	3	c	—
Hongkong	29.49	78	87	SE	5	o	—
Haiphong	29.61	95	68	—	1	o	—
Bolinao	29.83	78	95	s	1	f	—
Manila	29.8	85	75	SW	1	o	0.98
August 15.—At 10 a.m.							
Wl'ostock	29.81	74	100	SE	2	f	—
Tokio	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	29.71	85	91	SSW	2	b	—
Amoy	—	—	—	—	—	—	—
Hongkong	29.63	80	87	ESE	5	orq	2.48
Haiphong	—	—	—	—	—	—	—
Bolinao	29.84	80	87	SE	2	—	0.18
Manila	—	—	—	—	—	o	—

The centre of the typhoon has probably entered the mainland to the West of Hongkong.

W. Doberck,
Government Astronomer.
Hongkong Observatory, August 14, 1889.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. Temperature, in the shade in degrees Fahrenheit.
3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. Direction of Wind, by two points.
5. Force of Wind, according to Beaufort Scale.
6. State of Weather, b blue sky, c detached clouds, d drizzling, rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet) [illegible]
7. Rain, in inches, tenths and hundredths.

LATE NEWS.

AN IMPORTANT CONTRACT.

Lima, July 17.—The first seven clauses of the Grace British bondholders' contract with Peru have been approved by the Chamber of Deputies. The most important of these articles is the seventh, which requires the Peruvian Government to pay to the British bondholders' committee £80,000 annually for thirty-three years.

AN ATTEMPT TO KILL DOM PEDRO.

Rio Janeiro, July 17.—The Emperor of Brazil attended a theatrical performance last night. As he was leaving the theatre at the conclusion, a Portuguese fired a shot at him. The bullet missed the mark, and the would-be assassin was arrested.

CROPS IN HUNGARY.

Pesth, July 17.—The wheat crop in Hungary is below the average and is in poor condition owing to the shrinking of the grain in the ear. Corn is in good condition. The vineyards make an excellent showing.

A RISE IN SUGAR.

Berlin, July 17.—At a meeting at Magdeburg yesterday it was decided to allow members of the sugar ring until September 15th to fulfil contracts. An immediate rise in prices ensued.

A NEW WEDDING ANTHEM.

London, July 17.—A new wedding anthem, 'Perfect Love,' has been expressly composed by Joseph Barnby for the marriage of the Princess Louise and the Earl of Fife.

AN EARTHQUAKE SHOCK.

London, July 17.—A violent shock of earthquake was felt on the island of Arran and the mainland of Scotland this morning.

DEATH OF A PRINCESS.

Copenhagen, July 17.—Princess Augusta, sister of the Queen of Denmark, is dead.

THE TENANTS' DEFENCE LEAGUE.

London, July 14.—The Irish Tenants' Defence League Committee has formulated a programme of proceedings which is to be submitted to the general convention at Dublin. It has been decided to make the new movement so general as to include and displace all previous and existing methods of agitation which have had any countenance at all from responsible persons. This it is concluded is the wisest course, and most likely to unite all patriotic and lawabiding Irishmen in one great union of action.

The entire tenantry of Ireland and members of the National League are to be confederated in the Tenants' League. A general fund is to be raised to defray the cost of legal resistance to evictions for non-payment of rent, the system of non-payment is to be set forth and debated in a manner which may possibly prove something of a revolution, even to many friends of home rule who condemn Irish tenants always for their rental troubles. Conjoined with this plan or operation, which is attributed chiefly to Mr O'Brien, is a scheme which originated with Mr Davitt for the general expropriation of landlords.

These plans have been submitted to the judgment of Gladstone, Morley and Sir G. O. Trevelyan, and their tacit consent to them has been obtained. In other words, the great Liberal leader and his most calm and judicious allies approve the new movement entirely, so far as it has been developed, but will take no direct part in it until such time as they speak or act as English Liberals and statesmen, and so carry greater weight with them than if they had hurriedly endorsed the fight now simply as partisans in the cause of Ireland.

MINISTER WADDINGTON CONDEMNS BOULANGER.

London, July 14.—M. Waddington, the French Embassador here, gave a banquet this evening to prominent members of the French colony. In a speech after the banquet the Embassador declaimed against Boulangism. He denied that the Boulangist programmes had its parallel in America, because, he said, in America, the President is elected, not by the universal suffrage, but by delegates of the States. Moreover, in America there were practically no standing army and coup d'etat was therefore impossible. The triumph of Boulanger must end in disaster for France. He himself did not believe that Boulanger would succeed, but nevertheless he considered it necessary for his countrymen to rally around President Carnot in defence of the republic.

ANOTHER SCENE IN THE CHAMBER.

Paris, July 14.—It was hoped that Saturday would see the close of the Parliamentary session. It was not so, however, for the Chamber of Deputies thought fit to prolong its existence a few days longer. Its last moments have been marked by incidents which will but slightly add to the glory of the task it has achieved. On Friday fisticuffs were exchanged with remarkable liberality, and the President of the Council explained that officials of the republic were permitted in the East to receive presents, great or small, without compromising the character or dignity of their offices. On Saturday L. Herrisse, a Boulangist Deputy, was forcibly expelled from the parliamentary arena. If the session continues many days longer it will be impossible to foretell what may happen.

THE FOURTEENTH JULY.

Paris, July 14.—The one hundredth anniversary of the fall of the Bastille was celebrated by public meeting and fetes in Paris and throughout the provinces.

A band of roughs to-day gathered at the Imodas Cafe on the Rue Royale and demanded that a flag be hoisted. An Italian flag was displayed, which so enraged the mob that they tore it down and trampled it in the mud. They then made an attack on the cafe and completely wrecked the place. The fireworks at fetes this evening were somewhat marred by rain, but the Place de la Concorde, the Champs Elysees, the Bois de Boulogne, the Eiffel tower and the Trocadero Palace were ablaze with light.

BOULANGER'S CASE.

Paris, July 16.—General Boulanger, M. Rochefort and Count Dillon are summoned to appear within ten days. If they do not appear within twenty days they will be declared outlaws, and their property will be confiscated until they surrender. It is stated that the trial has been fixed for August 10th. The judgment will be final, no appeal being allowed. The indictment charges the accused with instigating the issue of manifestos against the Government in July, 1887, at Lyons and Paris, and in December, 1887, in Paris.

Paris, July 16.—The *Temps* says:—Cipher telegrams have been discovered which prove that General Boulanger was at the head of a plot to march upon the Elysee Palace, and that several officers of high rank had promised him their support. The *Temps* further says the charges of embezzlement against Boulanger relate to the purchase of a camp bedstead and other supplies for the troops and to the malversation of funds of the war ministry. It says that the General is accused of using the funds of the war ministry to buy shares in the Military Club and of keeping the shares thus bought.

To THE DEAF.—A Person cured of Deafness and noises in the head of 23 years' standing by a simple remedy, will send a description of it *free* to any Person who applies to Nicholson, 21, Bedford Square, London, W. C., England.

Notices to Consignees.

STEAMSHIP *IRAOUADDY.*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Guadiana* and *Tamise*, from Havre ex Steamship *Tamise*, and from Bordeaux ex Steamship *Frederic Morel*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon TO-DAY (Wednesday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 21st Instant, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before the 23rd Instant (Friday), or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, *Agent.*

Hongkong, August 14, 1889. 1590

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Japan* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns, at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 15th Instant will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 13th Instant.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co., *Agents.*

Hongkong, August 9, 1889 1558

To Let.

TO LET.

(With Immediate Possession.)

NO. 4, QUEEN'S GARDENS. Rent $90 and taxes.

Apply to

G. C. ANDERSON, 13, *Praya Central.*

Hongkong, May 21, 1889. 147

TO LET.

3-STORIED HOUSES, Nos. 37 & 43, WANCHAI. Rents moderate.

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Hongkong, July 15, 1889. 13.5

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Hongkong, August 25, 1885. 1458

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Hongkong, January 12, 1885. 66

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Hongkong, August 7, 1888. 1317

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Hongkong, July 15, 1887. 1340

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Cargo will be received on board until 4 p.m. on the day before sailing.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

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For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

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E. L. WOODIN, *Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, August 14, 1889. 1585

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For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, *Agent.*

Hongkong, August 7, 1889. 1518

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NOTICE.

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ON WEDNESDAY, the 28th day of August, 1889, at 4 p.m., the Company's S.S. *PREUSSEN*, Captain O. POHLE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* GENOA.

Shipping Orders will be granted till 10 a.m., Cargo will be received on board until 1 p.m., Specie and Parcels until 10 a.m. on the 28th August, 1889. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

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For further Particulars, apply to

MELCHERS & Co., *Agents.*

Hongkong, August 5, 1889. 1529

Merchant Vessels in Hongkong Harbour.

Exclusive of the Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.		Tons.	Date of Arrival.		Consignees or Agents.	Destination.	Remarks.
Steamers										
Activa	...	Wulff	Ger.	str.	360	Aug.	7	Wieler & Co.	....	K'loon Dock
Asagao	8 h	Treunt	Japan.	str.	1568	Aug.	13	Takasima Colliery	Shanghai	
Ashington	5 c	Zindel	Ger.	str.	809	Aug.	5	Siemssen & Co.	Saigon	To-morrow
Benarty	5 c	Boutillier	Brit.	str.	1111	Aug.	11	Gibb, Livingston & Co.	Kobe	
Benlawers	5 c	Webster	Brit.	str.	1513	Aug.	15	Gibb, Livingston & Co.	New York	To-day
Cheang Hye Teng	3 h	Greenfell	Brit.	str.	923	Aug.	14	Bun Hin Chan	Amoy	To-morrow
Chi Yuen	3 h	Null	Chi.	str.	1121	Aug.	14	C. M. S. N. Co.	Shanghai	To-day
Chow Fa	3 c	Phillips	Brit.	str.	1055	Aug.	11	Yuen Fat Hong	Swatow & Bangkok	17th inst.
Devawongse	3 c	Loff	Brit.	str.	1057	Aug.	14	Yuen Fat Hong	Swatow, &c.	17th inst.
Diamante	5 c	Tayler	Brit.	str.	514	Aug.	12	Russell & Co.	Amoy & Manila	To-morrow
Else	3 c	Jebsen	Ger.	str.	747	Aug.	15	A. R. Marty		
Fushun	3 h	Croad	Chi.	str.	1504	Aug.	14	C. M. S. N. Co.	Shanghai	To-morrow
Gaelic	5 c	Pearne	Brit.	str.	4205	Aug.	12	O. & O. S. S. Co.	San Francisco	26th inst.
Ghazee	5 c	Scotland	Brit.	str.	1764	Aug.	9	Gibb, Livingston & Co.		
Haiphong	...	Harris	Brit.	str.	1122	Aug.	2	Douglas Steamship Co.	Coast Ports	K'loon Dock
Hangchow	5 c	Outerbridge	Brit.	str.	1100	Aug.	10	Butterfield & Swire	Foochow	
Miike Maru	8 h	Sommers	Japan.	str.	2080	Aug.	13	Mitsi Bishi		
Millfield	5 c	Kirby	Brit.	str.	1409	Aug.	6	Captain		
Mongkut	3 h	Fowler	Brit.	str.	859	Aug.	13	Yuen Fat Hong		
Monsoon	...	Jurd	Brit.	yacht	118	July	28	Captain	....	K'loon Dock
Nizam	2 h	Creery	Brit.	str.	1615	Aug.	12	P. & O. S. N. Co.	Kobe & Yokohama	19th inst.
Pilot Fish	4 h	Stopani	Brit.	tug.	161	Sept.	27	H. K. & W. Dock Co.		
Pollux	5 c	Hellmers	Ger.	str.	898	Aug.	12	Siemssen & Co.		
Port Fairy	5 c	Clark	Brit.	str.	1645	Aug.	10	Adamson, Bell & Co.	Vancouver (B.C.)	To-day
Taisang	5 c	Jackson	Brit.	str.	1505	Aug.	14	Jardine, Matheson & Co.	Swatow & Shanghai	To-day
Thales	5 h	Hunter	Brit.	str.	819	Aug.	13	Douglas Steamship Co.	Swatow	To-morrow
Thibet	5 c	Preston	Brit.	str.	1671	Aug.	14	P. & O. S. N. Co.	Bombay, &c.	19th inst.
Tiverton	9 c	Whitehead	Brit.	str.	1743	June	15	Adamson, Bell & Co.		
Sailing Vessels										
Alexander Yeats	5 c	Dunham	Brit.	sh.	1589	June	2	Order		
Amphitrite	5 h	Bowehl	Ger.	sh.	1814	July	15	Master		
Australia	...	Harris	Brit.	bqe.	999	June	11	Order	....	K'loon Dock
Charger	3 c	Goodell	Amer.	sh.	1379	June	28	Russell & Co.		
Comet	5 h	Krippner	Ger.	sh.	1083	July	21	Melchers & Co.		
Conqueror	5 k	Lothrop	Amer.	sh.	1540	June	16	Master		
Gustav & Oscar	5 h	Seemann	Ger.	sh.	1352	July	4	Melchers & Co.		
Haydn Brown	4 c	Havener	Amer.	bqe.	821	July	21	Captain		
Hedvig	3 c	Söderman	Brit.	bqe.	376	Aug.	8	Butterfield & Swire		
Irene	5 c	Yates	Amer.	sch.	467	July	11	Geo. R. Stevens & Co.		
Iton	5 c	Régnier	Fch.	bqe.	542	June	7	Melchers & Co.		
Josephus	5 c	Rogers	Amer.	sh.	1397	June	13	Butterfield & Swire		
Mable Taylor	5 k	Durker	Brit.	sh.	1288	June	2	Melchers & Co.		
Martha Davis	5 c	Pendleton	Amer.	bqe.	832	June	13	Russell & Co.		
Narwhal	5 c	Weston	Brit.	sh.	1327	June	5	Adamson, Bell & Co.		
Omega	3 c	Brown	Brit.	bqe.	480	Aug.	2	Order		
Oscar Mooyer	8 c	Boysen	Ger.	bqe.	360	Aug.	3	Captain		
Richard Parsons	5 c	Thorndike	Amer.	bqe.	1116	June	7	Wieler & Co.		
Sea Witch	8 c	Zibbets	Amer.	sh.	1259	July	24	Captain		
Velocity	3 c	Martin	Brit.	bqe.	491	May	20	Reuter Bröckelmann & Co.		
Vigilant	...	Gould	Amer.	sh.	1723	July	2	Russell & Co.	....	K'loon Dock

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. R. Blair Maconochie	Yokohama
Cockchafer	gunboat 2nd class	465	4	470	Lieut.-Com. Everard Maxwell	Hongkong
Conquest	cruiser	2380	—	—	Captain Wm. H. Henderson	Yokohama
Cordelia	cruiser 3rd class	2380	10	2420	Captain H. T. Grenfell	Yokohama
Esk	g-bt. 3rd class coast defence	363	3	340	———	In reserve
Espoir	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	Hongkong
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. Denison	Hongkong
Hyacinth	cruiser	1420	—	—	Captain Robt. W. Craigie	Yokohama
Impérieuse*	twinscrew battle ship	8400	10	10000	Captain William H. May	Yokohama
Leander	cruiser 2nd class	4300	10	5500	Captain Burges Watson	Yokohama
Linnet	gun-vessel 2nd class	756	5	1050	Commander Smythies	Yokohama
Merlin	gunboat 2nd class	430	4	430	Lieut.-Com. G. H. Yonge	Shanghai
Mutine	sloop	1130	10	1120	Commander J. H. Martin	Hongkong
Orion	twin-screw battle ship 2nd class armored	4870	4	4040	Captain Hy. J. Carr	Singapore
Porpoise	cruiser	1730	6	3500	Commander R. W. White	Yokohama
Rambler	surveying vessel	830	3	690	Capt. The Hon. F. C. Vereker	On a cruise
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. W. Maitl. Dougall	North
Satellite	cruiser 3rd class	1420	8	1400	Captain T. P. W. Nesham	Shanghai
Severn	corvette	4000	—	—	Captain Hall	Nagasaki
Solent	torpedo mining launch	150	—	—	———	Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Com. The Hon. Richard Bingham	Yokohama
Torpedo Boat No. 35	———	95	—	—	———	In reserve
Torpedo Boat No. 36	———	95	—	—	———	In reserve
Tweed	g-bt. 3rd class coast defence	—	3	—	———	In reserve
Victor Emanuel	receiving ship	5157	14	—	Commodore E. J. Church	Hongkong
Wanderer	sloop	925	4	750	Commander Geo. A. Giffard	Yokohama
Wivern	coastdefenceship, armoured	2750	4	1450	———	Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Aleout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Aragon	Spanish cruiser	1908	—	—	Captain A. Soler	On a cruise
Aspic	French gunboat	470	4	450	Commander Malopart	Shanghai
Bobre	Russian cruiser	1100	—	—	Captain Menschucoff	Nagasaki
Chasseur	French despatch-vessel	—	—	—	Captain Sugard	Shanghai
Comète	French gunboat	475	4	450	Lieut.-Commander Arago	Quinhon
Iltis	German gunboat	489	—	—	Captain Eickstedt	Chemulpo
Lutin	French gunboat	485	4	425	Captain Nény	Tourun
Marion	U. S. corvette	1900	7	1170	Commander Dyer	Nagasaki
Monocacy	U. S. sloop	1370	6	1470	Lieut.-Com. Henry Glass	Yokohama
Mordj	Russian gunboat	455	7	60	Commander Moltsoff	Corea
Nayezdink	Russian cruiser	1330	9	250	Captain Zarine	Nagasaki
Omaha	U. S. corvette	2400	12	1150	Capt. McNair	Yokohama
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Craig	Kobe
Pluvier	French gunboat	540	—	420	Lieut.-Commander Fourest	On a cruise
Rio Lima	Portuguese gunboat	540	—	—	Captain J. R. Santa Barbara	Shanghai
Saudre	French transport	—	—	—	Captain Raoul	Amoy
Sivotch	Russian cruiser	900	1	1000	Commander Sudrieff	Corea
Soboi	Russian gunboat	455	7	60	Commander Boyle	Japan
Sophie	German cruiser	2100	—	—	Captain Kohlhauer	Singapore
Tejo	Portuguese gunboat	500	3	100	Lieut.-Com. C. R. Caminha	Macao
Turenne	French frigate	5880	12	4250	Captain Aubry de la Noë	Saigon
Vestnik	Russian corvette	1330	—	—	Captain Lang	Nagasaki
Villars	French cruiser	—	—	—	Captain Mayet	Chefoo
Vipere	French gunboat	480	4	425	Commander Gondot	Shanghai
Vitiaz	Russian corvette	2950	12	—	Captain Makaroff	Swatow
Vostock	Russian gunboat	—	4	—	Commander Mochonsky	Wladivostock
Wolf	German gunboat	384	6	340	Captain Credner	Manila

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